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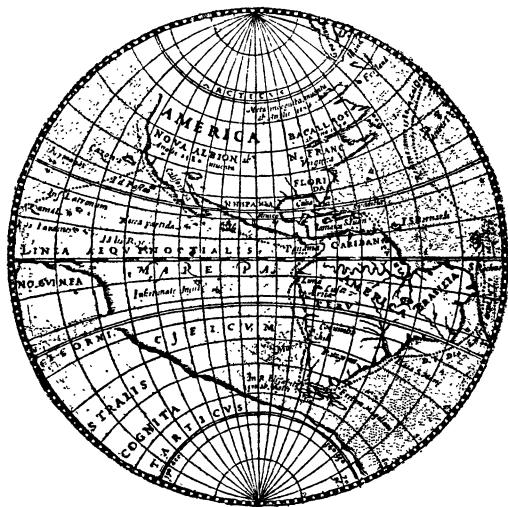
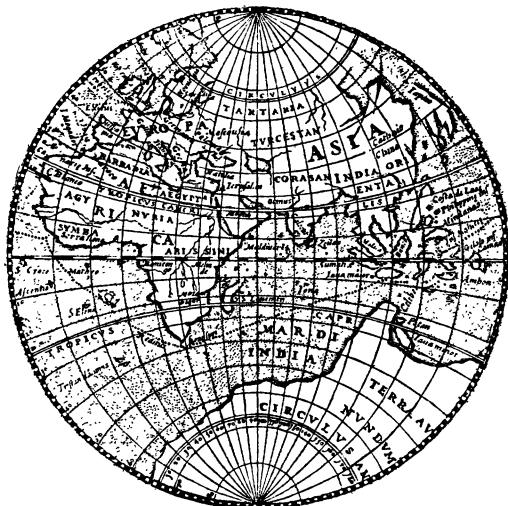
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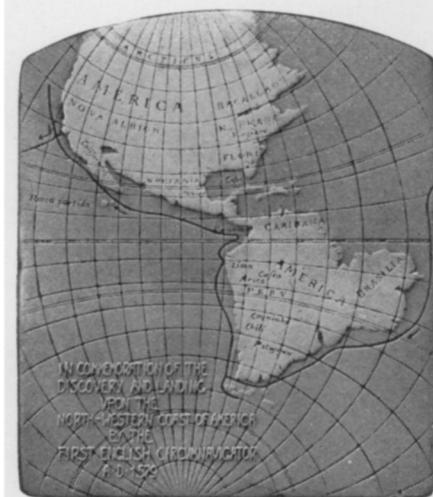
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THE SILVER MAP.

From the Numismatic Chronicle
Fourth Series, Vol. VI.



DRAKE MEDAL OF THE AMERICAN NUMISMATIC SOCIETY.

BULLETIN OF THE AMERICAN GEOGRAPHICAL SOCIETY.

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No. 8

THE DRAKE MEDAL.

BY

JAMES D. HAGUE.

The Drake Medal* has recently been struck in honour of Sir Francis Drake, famous as the first English circumnavigator of the globe, and in commemoration of his first landing upon the northwest coast of America in 1579, when, on the 17th day of June, he anchored and landed near the 38th parallel of north latitude, on the shore of the bay since known by his name, and there took possession of the country in the name of Queen Elizabeth, calling it, after Old England, "Nova Albion," and thus founded the New England of the Pacific Coast, more than forty years before the landing of the Pilgrims at Plymouth Rock, in Massachusetts Bay.

When Drake thus "discovered" the northwest coast of America, he did not find what he was, perhaps, more earnestly seeking, a northeasterly passage, or open sea, by which he might sail from the Pacific to the Atlantic, and, so, home to England. If he had found the hoped-for channel, or if by any means he could have had his own way, he would have gladly circumnavigated the American continent, without continuing his "world encompassing" expedition around the globe in the *Golden Hinde*; and, but for the exigencies of his marvellous voyage, which compelled him to repair and refit his ship, and, for that purpose, to seek a convenient port

* This is the third medal of the series issued by the American Numismatic Society designed to commemorate most notable events in the history of the country, or persons who have rendered distinguished services in the discovery or development of America.

The first medal of this series was issued (1904) in honour of Americus Vespucius, and to commemorate the achievements of the early discoverers on the Atlantic coast of the new continent, to which the name "America" was given by the German cartographer Martin Waldseemüller, in 1507.

The second medal was issued (1906) in honour of John Paul Jones, and to commemorate the event of the removal of his remains from France to America.

on the west coast, far to the north, beyond the reach of the outraged and revengeful Spaniards, whose treasure-laden galleons he had piratically plundered off the west coast of South America, it is reasonable to believe that Drake, who was not on a voyage of discovery, never would have found occasion to explore the northwest coast of America, nor ever would have sought a landing-place upon that shore.

To what degree of north latitude did Drake's exploration actually reach, and precisely at what point on the coast did he make his historic landing, have long been vexed questions, much discussed in years gone by, and only conclusively determined—certainly, at least, as to the landing-place—by the thorough researches of Professor George Davidson, Ph.D., Sc.D., of the United States Coast and Geodetic Survey, as set forth by him in a paper, read before the California Historical Society in March, 1889, and published by that Society in 1890.

This valuable contribution to historical record is entitled "Identification of Francis Drake's Anchorage on the Coast of California in the Year 1579." It is a carefully considered statement of results derived by Professor Davidson from notes of geographical study and observation, gathered during his personal experience on the Pacific Coast since 1850. His printed pamphlet contains 58 pages, with fifteen graphic illustrations, mostly copies of old maps or charts, some of them thus made public for the first time.* This paper is now practically out of print, as the San Francisco fire, in April, 1906, destroyed nearly all of the formerly available remainder. The writer is indebted to Professor Davidson for the opportunity to review the last and only copy of the paper remaining in his possession, and to draw from it for this present purpose the following data. In the beginning of his paper Professor Davidson writes:

"WHY THIS PAPER HAS BEEN WRITTEN."

"During the last few years I have been writing the fourth edition of the Coast Pilot of California, Oregon, and Washington, and in some of my unofficial hours I have been gathering the notes of my geographical experience upon this coast since 1850.

"I have condensed part of them in a paper† where the par-

* These illustrations are appended to Mr. Hague's paper, by kind permission of the California Historical Society.—EDITOR BULLETIN.

† "An examination of some of the early Voyages of Discovery and Exploration on the Northwest Coast of America, from 1539 to 1603, by Prof. George Davidson, A.M., Ph.D., Assistant U. S. Coast and Geodetic Survey. Appendix No. 7 of the Annual Report of the Superintendent of the U. S. Coast and Geodetic Survey, 1886."

ticular object I had in view was the identification of the landfalls of Cabrillo and Ferrelo. In that research the question of Francis Drake's second anchorage on this Coast naturally presented itself for solution; and the general result is therein stated.

"In the first two or three years of my work upon the Pacific seaboard, with comparatively little experience and a limited acquaintance with the early discoveries, I believed that Drake entered the Bay of San Francisco. The work upon the different editions of the Coast Pilot impelled me to examine the localities mentioned by the old Navigators; to weigh carefully their simple language, the circumstances attending their descriptions, whether they were in detail or in broad generalizations, at what season of the year they were made, etc.; and, by endeavouring to put myself in their places, to follow their explorations day by day.

"I have carefully studied the narratives of Drake's voyage, and the manuscript charts copied from his sketches, or drawn from his personal descriptions; have located his first anchorage; know every foot of the shore he coasted; have tried to see it with his eyes; have sailed the U. S. Coast Survey Brig *Fauntleroy* over the very track he pursued; have conned the shore-line, and the crest-line, and the landfall from seaward, under varying conditions of weather; have surveyed Bodega Head, and anchored in Bodega Bay; have been over every rod of Point Reyes Head several times, and have frequently anchored in Drake's Bay in pleasant weather and under stress of weather, even as lately as last year (1886). I have visited the South and North Farallones, measured their heights, and studied their relation and visibility to the harbour in which Drake anchored.

"I have also collated some of the narratives of the discoveries of the Spaniards with that of Drake.

"Long before I had gathered all this information, my early judgment was corrected, and I saw the great circumnavigator anchored in Drake's Bay; could almost point out the spot where he careened his ship; and to-day there remains not the shadow of a doubt in my mind as to the exact locality.

"Furthermore, when I look over the list of authorities at my command, that have given opinions upon the subject, some for and some against San Francisco Bay, I fail to note one who was personally familiar with the details of all the localities involved; with the advantages of Drake's Bay as a harbour of refuge in any storm; with the peculiarities of the seaboard as it appeared to Drake when coasting it; with the landfall of Point Reyes Head as

he made it; with the relatively smooth water so soon felt after he rounded the western extremity, and the clear indications of shelter under its eastern point; and with the impossibility of sailing direct to the North Farallones or, even to the Southeast Farallon, from the Golden Gate of San Francisco Bay with the prevailing summer winds.

"The publication of the 'Narrative and Critical History of America',* by Justin Winsor, of Harvard University Library, giving *in extenso* the argument of Rev. Edward Everett Hale, D.D., in favor of San Francisco Bay, has prompted me to bring forward my experience and deductions at this time. Dr. Hale has gathered a mass of very interesting information upon the subject, and I am convinced that he will cheerfully accord me the privilege of appealing to the same authorities which he has done, in cumulating my evidence. He is so accustomed to weigh such matters impartially, that I believe I shall satisfy him and Mr. Winsor that my deductions are correct.

"With these preliminary remarks I propose the following order in my statements: (1) To give a few short extracts from the 'Narrations of Drake's Adventure' that will recall such incidents as bear upon the nature of his voyage, the character of his fellow-adventurers, and the discovery of the port of New Albion; (2) the name of his ship, and a few words about the principal narrator of the voyage; (3) extracts giving a description of the second bay in which he anchored upon this coast, and of the adjacent country; (4) and the name and latitude of that port from various authorities. Then, from my own experience, I give (5) a description of the landfall of Drake south of Point Arena, (6) of Point Reyes Head, and (7) of the Gulf of the Farallones and Drake's Bay. To these are added (8) the first visits of the Spaniards to Drake's Bay, and (9) the reported traditions of the Nicasio Indians; also, (10) an account of various ancient charts which I have consulted.

"These descriptive statements naturally embody most of the reasons why I believe Drake anchored under the eastern promontory of Point Reyes Head. Without re-enumerating these reasons, I state (11) others to show why he did not anchor in Bodega Bay, and (12) why he could not have anchored in San Francisco Bay.

"From the U. S. Coast Survey publications I have drawn up the chart from Point Arena to Point San Pedro (No. 1), to exhibit the prominence of the notable headland of Point Reyes, lying out-

* "Narrative and Critical History of America," by Justin Winsor. Houghton, Mifflin & Co., Boston and New York, 1886-1888 (Vols. II-VI), 4to.

side the general course of the Coast which Drake was following with the closest scrutiny. This has never been fairly noticed; in fact, it has been generally ignored. I have given a more extended chart of Drake's Bay, to exhibit the soundings in the approaches and at the anchorage; to locate the white cliffs and white sand banks from one hundred to three hundred feet high, that, for a stretch of six miles, were constantly before his eyes, and to demonstrate that this harbour of refuge is not 'the open roadstead' * designated by Dr. Hale. I have presented a photographic view of the eastern promontory of Point Reyes Head from the harbour, to show that Hondius was justified in placing the representation of an islet outside the promontory, although his location is erroneous. Another equally striking view, taken when the harbour is approached from the southwest, has not been reduced. I present also the charts of Dudley, from photographs of the original manuscripts, to show the coast mountains as landfalls, and the soundings in the approaches and anchorage of Drake's Harbour. To these are added copies from Dudley's charts in the 'Arcano del Mare'; from Hondius, Vizcaino, Costansó, and others. Some of these are made public for the first time.

DRAKE'S DISCOVERY OF THE PORT OF NEW ALBION ON THE COAST OF CALIFORNIA.

“ ‘The Maine Ocean by right is the Lord’s alone, and by nature left free for all men to deale withall, as very sufficient for all mens vse, and large enough for all mens industry.

“ ‘And therefore that valiant enterprize, accompanied with happy successe, which that right rare and thrice worthy Captaine, *Francis Drake*, atchieued, in first turning up a furrow about the whole world, doth not onely ouermatch the ancient Argonauts, but also outreacheth, in many respects that noble mariner *Magellan*, and by farre surpasseth his crowned victory. But hereof let posterity judge.’†

“ There is a glamour about the name of Sir Francis Drake. Success brought him the favour of Queen Elizabeth; his bravery,

* Proceedings of the American Antiquarian Society, No. 61, p. 91.

† Works issued by the Hakluyt Society. “The World Encompassed by Sir Francis Drake, M.DCCC LIV,” Page 6.

“ The World encompassed by Sir Francis Drake, being his next voyage to that to Nombre de Dios formerly imprinted; carefully collected out of the notes of Master Francis Fletcher, Preacher in his employment, and diuers others his followers in the same; offered now at last to publique view, both for the honour of the Actor, but especially for the stirring up of heroick spirits to benefit their Country, and eternize their names by like noble attempts. London: Printed for Nicholas Bovrne, and are to be sold at his shop at the Royall Exchange. 1628.”

vigor and self-assertion, conspicuous among many patriotic and fearless men at the destruction of the invincible Spanish Armada, made him a hero of the nation.

“ He was not a discoverer in any honest acceptation of the word, but in the exigencies of his famous voyage he was the first European who saw the coast of Oregon and anchored under its shores; he was the first European who anchored in the bay since known by his name, where he refitted his ship, and took possession of New Albion. Californians have, therefore, a pardonable interest in knowing the exact geographical position of this landing.

“ FRANCIS DRAKE was the ‘Captaine-general’ of Freebooters; on the western coast of South America he ‘and his men pirates’* had loaded his vessel with a fabulous amount of fine wares from Asia, precious stones, church ornaments, gold, plate, ‘and so mooch silver as did ballas the Goulden Hinde’.†

“ He was magnificent in projecting great enterprises, persuasive in acquiring the means, self-contained and without shadow of fear, despotic in command, merciless in execution, full of resources; he was a born leader.

“ The expedition of 1577-1580 to the South Sea was made up of ‘gentlemen and saylars’,‡ drawn together by the love of adventure and plunder; ‘a sort of cogginge and lyinge knaves’,§ ‘a compayne of desperate banckwrouptes that could not lyve in theyr countrye without the spoyle of that as others had gotten by the swete of theyr browes.’||

“ This ‘hard crowd’ needed a commander of unflinching determination in emergencies, and they found one who, when they opposed him, warned ‘them take hede for * * * yf I fynd them in my way I will surely synke them’.¶

“ Nevertheless, with his surfeit of ‘eight hundred sixty six thousand pezos of silver, * * * a hundred thousand pezos of gold, * * * and other things of great worth ** this tyranous and cruell tirant †† thought it not good to returne by the (Magellan) streights * * * least the Spaniards should there waite, and attend for him in great numbers and strength, whose handes, he being left but one ship, could not possibly escape’.||

* Page 183. Appendix III.

† Page 182. Appendix III.

‡ Page 213. Appendix IV.

§ Page 169. Appendix I.

|| Page 207. Appendix IV.

¶ Page 213. Appendix IV.

** Page 291. Part V. Appendix V.

†† Page 206. Appendix IV.

||| Page 220. Part I. Appendix V.

"It was, therefore, absolutely necessary for him to reach his own country by some unknown route, on which he would be unlikely to encounter any ship of the Spaniards. He had too much at stake to assume any risks of capture, and so, with superb self-confidence, he decided upon finding a passage from the Pacific to the Atlantic by sailing to the northward and then to the eastward. He was in the entrance to the Bay of Panama in the first week of March, 1579, after his rich capture of the *Cacafuego*. 'The time of the yeare now drew on wherein we must attempt, or of necessite wholly give ouer that action, which chiefly our Generall had determined, namely, the discouery of what passage there was to be found about the Northerne parts of America, from the South Sea, into our owne Ocean, * * * which could not be done if the opportunity of time were now neglected; we therefore all of vs willingly harkened and consented to our Generalls aduice, which was, first to seeke out some conuenient place wherein to trimme our ship, and store ourselues with wood and water and other prouisions as we could get, and thenceforward to hasten on our intended iourney for the discouery of said passage, through which we might with joy returne to our longed homes'.*

"For more than two months he traversed unknown and trackless waters, with a self-reliance and a fearlessness that challenges the admiration of the seaman; sailing more than a thousand leagues without seeing land. Nevertheless, courage could not conquer impossibilities; in latitude forty-two, when still steering into the unknown, he encountered the prevailing summer winds of the North Pacific. The cold was trying and disheartening to his men; the strong and persistent Northwesters, and the large sea therewith, and the impenetrable 'most uile, thicke, and stinking fogges' † soon convinced him of the unfeasibility of his search; so 'wee were forced by contrary windes to runne in with the shoare, which we then first descried, and to cast anchor in a bad bay, the best roade we could for the present meete with'.‡

"He anchored in the open roadstead off the mouth of the Chetko River, under the partial protection of Cape Ferrelo, in latitude $42^{\circ} 03'$. Here 'the winds directly bent against vs, and hauing once gotten vs vnder sayle againe, commanded vs to the southward whether we would or no.'§

* Pages 111-112.

† Pages 115, 118.

‡ Page 115.

§ Page 115.

“ From this latitude of forty-two* to ‘38 we found the land, by coasting amongst it, to be but low and reasonable plaine; euery hill (whereof we saw many, but none verie high) though it were in *June*, and the Sunne in his neerest approach vnto them, being couered with snow.

“ ‘ In 38 deg. 30 min. we fell in with a conuenient and fit harborough, and *June 17* came to anchor therein, when we continued till the 23 day of *July* following.’ †

“ Another narrator gives a slightly different version: Drake ‘ being afraid to spend long time in seeking for the straite, hee turned back againe, still keeping along the cost as near land as hee might, vntil hee came to 44 gr.,‡ and thē hee found a harborow for his ship, where hee groünded his ship to trim her.’ ||

“ We have still another account of his reaching this anchorage. ‘ The fift day of *June*, being in fortie-three degrees towardes the pole *Arcticke*, being speedily come out of the extreame heate, wee founde the ayre so colde, that our men being pinched with the same, complayned of the extremitie thereof, and the further we went the more the colde increased upon us; whereupon we thought it best for that time to seeke land, and did so, finding it not mountainous, but low plaine land (and we drew backe againe without landing, till we came within thirty-eight degrees towardes the line. In which height, it pleased God to send us into a faire and good bay, with a good winde to enter the same.’ §

“ THE NAMES OF DRAKE’S SHIP; AND THE PRINCIPAL NARRATOR
OF THIS VOYAGE.

“ In the brief enumeration of the vessels which ‘ by gratiouse commission from his soueraigne, and the helpe of diuers friends avuenturers, he had fitted himselfe with fife ships,’ we need mention only:

“ I. The *Pellican*, admirall, burthen 100 tonnes, Captaine generall *Francis Drake*.’ ¶

“ In the narrative of ‘ the *Elizabeth*, vice-admirall, burthen 80 tonnes, Captain John Winter’, ‘ written by Edward Cliffe, mariner,’ the narrator describes Drake’s vessel as ‘ the *Pellican*, in burthen 120 tonnes, being admirall of the fleete’. **

* The Narrative says 48, to which height he never reached.

† Page 115.

‡ Page 184. Appendix III. This should be 38°; the narrator evidently confounds the Northern extreme, which one account claimed him to have reached, with the Southern anchorage in 38°.

|| Page 184. Appendix IV.

§ Page 221. Part I, Appendix V. Page 243, Part II, Appendix V.

¶ Page 6.

** Page 269. Part IV. Appendix V.

“ Throughout the Narratives we find the admiral’s name indifferently spelled *Pellicane*, *Pelicane*, *Pellycan*, and *Pellycane*.

“ Drake’s ship did not, however, continue under her original name. When he made the eastern entrance to the Strait of Magellan on the 20th of August, 1578, the narrator says:

‘At this cape (*Capo Virgin Maria*) our generall caused his fleet, in homage to our soueraigne lady, the Queenes Maiesty, to strike their top-sailes vpon the bunt, as a token of his willing and glad minde, to shewe his dutifull obedience to her highnes, whom he acknowledged to have full interest and right in that new discouery; and withall, in remembrance of his honourable friend and fauorite, Sir Christopher Hatton, he changed the name of the shippe which himselfe went in from the *Pellican* to be called the *Golden Hinde*.’*

“ The crest of Sir Christopher was ‘a Hinde Statant or’;† and the Queen’s vice-chamberlain evidently had some stock in this piratical expedition, for Drake upon one occasion ‘shewed also a byll of Master Hattons adventure.’‡

“ There were 164 men and boys in the five ships, but how many each vessel carried is not recorded. We are assured, however, that the ‘admirall’ carried a ‘preacher and pastor of the fleet’, § ‘one Ffrancis Ffletcher, Minister of Christ and Preacher of the Gospell, adventurer and traveller in the same voyage,|| although Drake on occasion did the preaching himself: ‘Nay, softe, Master Fletchar (qd. he) I must preache this day my selfe, althowghe I have small skyll in preachinge.’ Drake even usurped the highest ecclesiastical authority, for once, after putting the parson in irons made fast to the forecastle, ‘hee said, Francis Fletcher, I doo heere excomynicate thee out of ye Church of God, and from all the benefites and graces thereof, and I denounce thee to the divell and all his angells’;¶ and around his neck he hung a placard with the suggestive legend: ‘frances fletcher, ye falsest knave yt liveth.’**

“ EXTRACTS FROM THE NARRATIVES DESCRIBING THE HARBOR IN WHICH DRAKE ANCHORED.

“ The first published description of the bay in which Drake anchored, so far as I have learned, is found in the ‘Arcano del

* Page 71.

† “The Sea Fathers,” by Clements R. Markham, page 109. Cassell & Co., London, Paris and New York, 1884.

‡ Page 216. Appendix IV.

§ Page 212. Appendix IV.

|| Introduction, page XI.

¶ Page 176. Appendix IV.

** Page 177. Appendix IV.

Mare' * of Dudley, who, in describing the 'Carta Particolare,' No. XXXIII, says that 'the Port of New Albion in latitude thirty-eight degrees was discovered by Drake, the Englishman, in 1579 or thereabout; it is a place convenient to get fresh water and procure other necessaries. The said Drake found that the natives of the country were very well behaved and kind, and the land quite fruitful, and the weather temperate. They saw rabbits in great numbers, except that the tail was long like that of a rat, and with the greatest wonder they saw many native horses, which the Spaniards had never seen before in America; and the reason why Drake sought and found this port was this, that having passed the true Cape Mendocino in latitude $42\frac{1}{2}$ to procure water, even from latitude $43\frac{1}{2}$, he found the coast so very cold in the month of June that his people were not able to bear it, at which they marvelled much, the country being so much like that of Tuscany and Rome; therefore Drake found it expedient to return more towards the South-Southeast, even to 38° of latitude; and in seeking for water he discovered that port, and the country he had been the first to examine was named by him Nuoua Albion, in honor of his own country England, which was long before named Albion on account of the white cliffs; more than that the King of that country, of his own free will made himself and all his people tributary to the Crown of England.' †

" This description is meagre and somewhat unsatisfactory. Fortunately we can turn to the more detailed narrative of 'The World Encompassed,' with a feeling that the internal evidence points to the same original material for the descriptions.

" I have already noted that Drake reached 'a faire and good bay, with a good winde to enter the same,' and anchored in this 'conuenient and fit harbrough' in latitude 38° . The many details of his dealings with the natives are not necessary to the present inquiry; but the following extracts, although they break the consecutiveness of the narrative, are introduced as bearing upon certain physical conditions about the harbour, bay and adjacent islands.

" (P. 116.) † ' Neither could we at any time, in whole four-

* "Dell' Arcano del Mare, di D. Rvberto Dvdeo Dvca di Northvmbria, e Conte di VVarvich, Libri Sei; * * * Al Serenissimo Ferdinando Secondo Gran Dvca di Toscana suo Signore, * * * In Firenze, Nella Stamperia di Francesco Onofri, 1646. Con licenza de' SS. Superiori." Royal folio, 3 vols., 1630, 1646, 1647."

† The extract is from Part II, Vol. III, Book VI, page 58. The original text is given on page 50.

‡ "World Encompassed," &c.

teene dayes together, find the aire so cleare to be able to take the height of sunne or starre.*

“(P. 117.) ‘Besides, how vnhandsome and deformed appeared the face of the earth itself! shewing trees without leaves, and the ground without greenness in those moneths of *June* and *July*, * * * and that the north and northwest winds are here constant in *June* and *July*, as the north wind alone is in *August* and *September*, we not onely found it by our owne experience, but were fully confirmed in the opinion thereof (p. 118) by the continued obseruations of the Spaniards’

“(P. 120.) ‘The 3 day following, uiz., the 21, our ship, having receiued a leake at sea, was brought to anchor neerer the shoare; that, her goods being landed, she might be repaired; but for that we were to preuent any danger that might chance against our safety, our Generall first of all landed his men, with all necessary prouision, to build tents and make a fort for the defense of our selues and goods; and that we might vnder the shelter of it with more safety (what euer should befall) end our businesse.’

“(P. 122.) ‘And therefore with all expedition we set vp our tents and intrenched our selues with walls of stone; that being so fortified within our selues, we might be able to keep off the enemie (if they should prove so).’

“(P. 122.) ‘When they (the Indians) came to the top of the hill, at the bottom whereof wee had built our fort, they made a stand.’

“(P. 223. App. V, part I: part II, p. 243) ‘In the meantime our Generall gathered his men together, and marched within his fenced place, making against their approaching a very warlike scheme.’

“(P. 223. App. V, part I: part II, p. 243) ‘In coming towards our bulwarks and tents; * * * (p. 224) the Generall permitted them to enter within our bulwarks.’

“(P. 128.) ‘And so our Generall * * * gave orders that they might freely enter without interruption within our bulwarke.’

“(P. 128) ‘They made signes to our Generall to have him sit down; * * * making signes that they would resign vnto him their right and title in the whole land and become his vassals in themselues and their posterities.’

“(P. 129.) ‘Wherfore, in the name and to the vse of her most excellent maiesty, he took the scepter, crowne, and dignity

* “From July 2nd, 1859, the fog hung over the promontory of Point Reyes for thirty-nine consecutive days and nights. The sun was invisible for the first nine days, and on shore it was visible only at midday for the next thirty days, but the fog hung densely over the water.”

of the said countrie into his hand; wishing nothing more than that * * * the riches and treasures thereof (whereof in the vp-land countries it abounds) might with as great conuenience be transported, to the enriching of her kingdome at home.

“(P. 225. App. V, part I: App. V, part II, p. 243.) ‘There is no part of earth here to bee taken up, wherein there is not some speciall likelihood of gold or siluer.’

“(P. 131.) ‘After that all our necessary businesses were well dispatched, our Generall, with his gentlemen and many of his company, made a iourney vp into the land, * * * to be the better acquainted with the nature and commodities of the country.’

“(P. 225. App. V, part I.) ‘Our necessarie businesse being ended, our Generall, with his companie, traueiled up into the Countery to the villages, where we found heardes of deere by a thousand in a companie, being most large and fat of body.’

“(P. 132.) ‘The inland we found to be farre different from the shoare, a goodly country, and fruitful soyle, stored with many blessings fit for the use of man: infinite was the company of very large and fat Deere which there we sawe by thousands, as we supposed, in a heard.’

“In the two narratives there is given a fair description of the gopher, except in regard to ‘his tayle, like tha tayle of a Rat exceeding long.’ (P. 132, p. 223. App. V, part I.)

“(P. 132.) ‘This country our Generall named *Albion*, and that for two causes; the one in respect to the white banckes and cliffes, which lie toward the sea; the other, that it might have some affinity, euen in name also, with our own country, which was sometimes so called.’

“(P. 225. App. V, part I: part II, p. 243.) ‘Our Generall called this countrey *Nova Albion*, and that for two causes: the one in respect of the white bankes and cliffes, which ly towardes the sea: and the other, because it might haue some affinitie with our own country in name, which sometime was so called.’

“(P. 132.) ‘Before we went from thence, our Generall caused to be set vp a monument of our being there.’ This statement and the details of the ceremony are repeated in two other places. (P. 225, App. V, part I: part II, p. 243.)

“(P. 132.) ‘The Spaniards neuer had any dealings, or so much as set foote in this country, the vtmost of their discoueries reaching onely to many degrees Southward of this place.’ A similar statement is made in App. V, part I, p. 226; and in App. V, part II, p. 243.

“(P. 133.) ‘The 23 July they (the Indians) took a sorryful farewell of vs, but (p. 134) being loathe to leave vs, they pres-ently ranne to the top of the hils to keep vs in sight as long as they could, making fires before and behind, and on each side of them, burning therein sacrifices at our departure.’

“(P. 134.) ‘Not farre without this harborough did lye certaine Islands (we called them the Islands of Saint James), hauing on them plentifull and great store of Seales and birds, with one of which we found such prouision as might completely serue our turne for a while. We departed againe the day following, viz., *July 25.* And our Generall now, considering the extremity of the cold, * * * and the wind blowing still (as it did at the first) from the Northwest, * * * bent his course directly to runne with the Islands of the Moluccas.’

“P. 243. App. V, part II.) ‘After we had set saile from hence, we continued without sight of land till the 13 day of October following.’

“The compiler of the *Hero* says somewhat more explicitly of the Farallones, ‘Little without their Harbour lye certain Isles, and by them the Islands of St. James, wherein are plenty of Seals and Fowls, and landing on one of them next day, they supplied themselves with competent provision for some time.’*

“As bearing upon the depth of water in this harbor of Drake, and whether he could careen his ship there, I make other extracts from his narrative. When his vessel was on the rock, on the 10th of January, 1580, ‘In 2 degrees lacking three or four minutes South Latitude,’ he remarks (p. 156), ‘our ship, who required thirteen foot water to make her fleet * * * , fell a heeling towards the deepe water, and by that meanes freed her keele, and made vs glad men.’†

“Moreover, he was accustomed to the use of seal meat for food (p. 39): In this ‘commodious harbor * * we killed diuers Seals, or Sea Wolves (as the Spaniard calls them), which resorted to these rocks in great abundance. They are good meat, and are an acceptable food for vs for the present, and a good supply of our prouision for the future, (p. 275, App. V, part IV); North of the Rio Plata in a ‘deepe bay’ * * * ‘wee killed some seales.’

“In Drake’s Bay he gave the Indians (p. 131) ‘such victuals as we had prouided for our selues, as Muscles, Seales, and such like.’

* “The English Hero: or, Sir Francis Drake Reviv’d,” etc., the Twelfth Edition, 1739, p. 129.
† “The World Encompassed,” &c.

The foregoing passages are quoted *verbatim* from the opening pages, following which the greater part of Prof. Davidson's paper is devoted to the setting forth and discussion of a multitude of details, concerning the name and latitude of Drake's anchorage, the description of various ancient charts consulted, together with other pertinent matters, and a conclusive statement of reasons why Drake did not land elsewhere and why he could not have anchored in San Francisco Bay.

From these data it appears that "In the marginal plan of the anchorage of Drake on the Map of the World, by Hondius (Hague? 1595?) we first find the name *Portus Novæ Albionis*," which, in variously modified forms reappears in many later charts as the descriptive name of the bay or port, in latitude 38° , within the protecting headlands of Point Reyes, where Drake first landed and called the country "New Albion."

"*Porto di Noua Albion*," "*Po. de los Reyes*," "*El Puerto de San Francisco*," "*Porto Sir Francis Drake*," "*Porto St. Francis Drake, wrongly named Port St. San Francisco*," "*P. S. F. Drake*," "*La Bahia de San Francisco*," with other variations, all referring to the bay at Point Reyes, in or near latitude 38° , and none referring in any sense to the present Bay of San Francisco, are also described with abundant detail.

After 1603 this name San Francisco was generally substituted for that of New Albion among the Spanish navigators, and in 1734 it is described by Don Joseph Gonzales Cabrera Bueno, in his "Coast Pilot," published in Manila.* He says the port was a good shelter from all winds, and that during southeast storms vessels must anchor in the southwest angle of the bay. He states that it is on the north side of Point Reyes, yet overlooks the very essential fact that it is on the north side of the eastern promontory of the Head. He placed it in latitude $38\frac{1}{2}^{\circ}$.

It further appears that the present Bay of San Francisco was discovered in 1769 (190 years after Drake's Bay) by Don Gaspar de Portolá, commanding the land expedition from San Diego, to rediscover Vizcaino's "famous Harbour" of Monterey. His engineer was Costansó, who published in 1770 his chart, whereon he places the old port of San Francisco (referring to Drake's Bay) and also the new port (referring to the present Bay) which he is

* "Admiral Cabrera compiled his Coast Pilot, for he was never upon this Coast, and it is a noteworthy fact that all his latitudes, from Cape Mendocino southward, are half a degree or more too large, viz.: Point Arena, Point Reyes, Point Año Nuevo, and Point Pinos. This correction, applied to the Puerto de San Francisco, would place it in latitude 38° ."

the first to name the "Estero de San Francisco." Referring to this work Professor Davidson writes:

"The Costansó Chart of 1770.

"In the chart of California by the Engineer of Portolá's expedition, I find the graphical demonstration of his descriptive report of the exploration of 1769, when, on the 31st of October, from the mountains behind San Pedro Cove, he discovered the 'Farallones de la Bahia de San Francisco,' and Point Reyes, which he estimated to be in latitude $37^{\circ} 45'$, although he was then in $37^{\circ} 31'$. But from the same point of view he discovered to the eastward, inside the coast range of mountains, a great gulf forming a mediterranean sea, with an arm connecting it with the ocean. This was the present Bay of San Francisco and the Golden Gate. Costansó has laid down the old puerto of similar shape to the Portus of Hondius, the B: di noua Albion of Dudley, and nearly the Puerto de los Reyes of Vizcaino: while immediately under it is the entrance to the 'Estero de S. Francisco,' with one great arm reaching twenty miles to the northeast, and a second great arm reaching twenty-five miles to the southeast. Off the entrance to this Estero lie Los Farallones, visible also from the Pto de S. Francisco. The name Pta de los Reyes is applied opposite the long promontory forming the southern side of Drake's Bay.

"True to his instincts as an engineer, Costansó, has given no details to the northward. He had been sent to rediscover Vizcaino's 'famous harbour of Monterey,' and in the search made this remarkable discovery of the Bay of San Francisco. In the southern parts of the coast and immediately approaching San Francisco, he says in the title that he had the use of the diaries of different pilots, but especially those of the 'Paquetbote el S. Antonio,' which arrived at Monterey May 31, 1770, and made a special expedition to 'el Puerto de S. Francisco ocupado ahora de nuevo por los nuestros.'

"Costansó's work was remarkably good: his latitudes from San Diego to Pillar Point are always within a minute of arc of the modern determinations; and hence we are safe in placing great reliance on his words and his graphical illustrations of them. These incontestably establish the old port of San Francisco to be that of Sir Francis Drake, and totally distinct from the Estero or Puerto de San Francisco.

"This chart and the preceding one are the connecting links between Drake and the later navigators, and they alone would establish the 'fit and convenient harbour' in which the *Golden Hind* anchored, were there no other evidence.

"The difference between the old port and the new port is emphasized by the statement of Rev. Edward Everett Hale, that a contemporary manuscript account of Costansó's discovery, preserved in the British Museum, records the principal features of the new discovery as follows: 'They say it is the best bay they have discovered; and while it might shelter all the navies in Europe, it is entered by a strait of three leagues, and surrounded with mountains, which make the waters tranquil.'* This applies to San Francisco Bay, and it does not apply to Drake's anchorage."

Finally, in a very full and comprehensive paper, entitled "'The Discovery of San Francisco Bay,'" recently published (May, 1907) by the Geographical Society of the Pacific, Professor Davidson has put on record the most minute details of his investigation of the many questions concerning that event, showing conclusively (1) that the first discovery by Europeans of San Francisco Bay was made, as already herein set forth, by Portolá's land expedition, approaching from the south, in 1769, and in a reconnaissance around the southeast head of the bay, in the Santa Clara Valley, lying to the east of the coast range of mountains, many miles from the sea and the entrance therefrom, now known as the "Golden Gate"; (2) that there is no record of any European having ever seen the Entrance from the Sea into the Bay of San Francisco, prior to 1772; and (3) that *The San Carlos* was the first known vessel to enter the Golden Gate, which event occurred on August 5th, 1775, little more than 196 years after the departure of Drake from his landing place and Port, near Point Reyes, now known as Drake's Bay.

Sir Francis Drake's visit on the California coast in June, 1579, was incidentally the occasion of a memorable event, especially interesting for the records of Church History, when Francis Fletcher, Drake's chaplain, is said to have held a religious service on the shore, in the presence of the ship's company and the assembled natives, which is generally believed to have been the first use of the Book of Common Prayer in our country.

The Rt. Rev. William Ford Nichols, Bishop of California, became actively interested, some years ago, in a project to fitly mark by a suitable monument, the landing place of Drake, on the shore of California and thus, by the same token, establish a Memorial of the first Church service held in the English tongue on the Pacific coast. In a very interesting paper contributed to *Harper's Weekly*, January 13th, 1894, entitled "A Bit of Elizabethan California,"

* "Narrative and Critical History of America," etc. Vol. III, pages 75-76.

after noting the fact that "Some eleven centuries before it was called England, the country of the white cliffs was named Albion: and a generation before there was a New England on the Atlantic, there was a New Albion on the Pacific Coast of the New World," Bishop Nichols wrote: "Not to speak of the works of the Hakluyt Society and the older accounts of the voyage, the editor of "The History of the American Episcopal Church, Bishop Perry, called attention to the fact that to Francis Fletcher, Drake's chaplain, belongs the honour of being the first in English orders who ministered the Word and Sacraments within the territory of the United States," and that at Drake's landing place "the words of the Common Prayer were first heard on the Pacific Coast."

The long-cherished purpose of erecting such a Memorial was ultimately accomplished through the generosity of Mr. George W. Childs, of Philadelphia, by whose gift a stately monument, known as the "Prayer Book Cross," was established and dedicated, January 1st, 1894, not at Drake's landing-place, as first proposed, where, by the configuration of the coast, it would be concealed from distant view and very rarely seen, but on a well-chosen site in Golden Gate Park, near San Francisco, between the city and the ocean shore, at an elevation of 300 feet, or more, above the sea.

The monument is a great gray-stone Celtic cross, with base of 15 by 17 feet and 6 feet high, from which the Cross rises to a height of 55 feet above the ground, with shaft 8 by 6 feet, the arms being 21 feet across, all of stone.

The Cross bears the following inscriptions:

"A Memorial of the service held on the shore of Drake's Bay, about St. John Baptist's Day, June 24, A.D. 1579, by Francis Fletcher, Priest of the Church of England, Chaplain of Sir Francis Drake, Chronicler of the Service."

(On the Reverse)

"First Christian Service in the English tongue on our coast.

"First use of Book of Common Prayer in our country.

"One of the first recorded Missionary Prayers on our continent.

"Soli Deo sit semper Gloria."

(On Base Front)

"Gift of George W. Childs, Esq., of Philadelphia."

The following extract from the "World Encompassed" more especially bears upon the points covered in the inscription, giving

an account of the service held, and making record of the words of the very early American missionary prayer:

“Our Generall, with his companie, in the presence of those strangers, fell to prayers; and by signes, in lifting up our eyes and hands to heaven, signified unto them that that God whom we did serve, and whom they ought to worship, was above: beseeching God, if it were his good pleasure, to open by some meanes their blinded eyes, that they might in due time be called to the knowledge of him, the true and everliving God, and of Jesus Christ whom he hath sent, the salvation of the Gentiles. In the time of which prayers, singing of Psalms, and reading of certaine chapters of the Bible, they sate very attentively.”

The *Golden Hinde* completed her “world-encompassing” voyage when she returned to England and came to anchor in Plymouth Sound, September 26th, 1580. The event was celebrated, far and wide, with great rejoicing and festivities, which culminated, six months later, in the visit of Queen Elizabeth, who went in state to dine on the famous ship, at Deptford, on April 4th, 1581, on which occasion, after the banquet, she bade Drake fall to his knees and conferred upon him the honour of knighthood.

The *Golden Hinde* was kept as a public relic until the ship fell into decay, when a stately memorial chair was made from her timbers and presented by Charles II. to the University of Oxford, where it can now be seen in the Bodleian Library.

The Drake Medal, issued by the American Numismatic Society, presents a bust portrait of Sir Francis which the artist, Professor Rudolph Marschall, of Vienna, Royal Medallist to the Court of Austria, with the aid of photographic copies taken specially for this work, by the courtesy of Lady Drake, has produced from an oil painting from life by Abraham Janssens, continuously in the possession of the family and now at Buckland Abbey, Devonshire, England.

The reverse of this medal is a reproduction,* as a partial *fac-simile*, of one side (the Western or Pacific Hemisphere) of the celebrated Silver Medal or “Map of the World,” which is generally believed to have been made shortly, or, in any event, within a few years, after Drake’s return from his “world encompassing” expedition, and concerning which the late Sir John Evans, calling the attention of the Royal Numismatic Society to this interesting

* Professor Marschall undertook this work upon the understanding that historical accuracy should dominate artistic sentiment in his design.

memorial,* said: "Of all the medals of the British series there is, perhaps, none of greater interest to the English-speaking people on both sides of the Atlantic than that commemorating the voyage of Sir Francis Drake 'round the world, which he completed in the year 1580."

This medal is a thin circular plate of silver, nearly three (2.8) inches in diameter, stamped in imitation of engraving, showing on each of its two opposite sides an outline map, one of the Eastern, and the other of the Western, Hemisphere, designed to represent the known facts or the prevailing ideas of the geography of the world at that period. A dotted line indicates, with more or less precision, the circumnavigator's sailing track. Besides inscriptions of the dates of Drake's departure, in 1577, and of his return, in 1580, the maps bear numerous other legends and, in addition thereto, not less than 110 geographical names, 67 on the Eastern, and 43 on the Western, Hemisphere.

Many of these names, dates and legends are naturally without any significant relation to Drake's circumnavigating expedition, and, as there is no specific name or date on the map to indicate the identity of the engraver, or his object, or the date of its origin, these matters still remain conjectural and open to question. It is the judgment of Professor Davidson, who has carefully considered all the evidences, that the Silver Map was commemorative, not alone of Drake's exploits of 1577-80, but also of the achievements of Cabot and Frobisher, and, generally, of the Discoveries of the English from 1497 to 1586 or later, and that it was made after 1588.

In a recently published paper† Professor Davidson writes: "As to the date of the production of the plaque of the Silver Map and the sources of information for its construction, we surmise that it was drawn from material then in possession of Jodocus Hondius,‡ and which embraced the discoveries of Drake and of Cavendish, who had returned to Plymouth in September, 1588.

"It seems probable that it was executed by Hondius himself as a token of thanks to those who had assisted him in gathering materials for his coming map; and that the date may be even as

* Published in the "Numismatic Chronicle," Fourth Series, Vol. VI.

† Francis Drake on the Northwest coast of America in the year 1579, by George Davidson, President Geographical Society of the Pacific. Extracted from the Transactions and Proceedings of the Society and ordered to be printed by the Council, February 29, 1908.

‡ Jodocus Hondius (Joos de Hondt), a Hollander, settled in London as a cartographer and engraver. He engraved the chart of the two hemispheres (1595?) now in the British Museum on which is the statement over New Albion that Drake reached the latitude of 42°. (Jodocus went to England in 1583; married in London 1587, and returned to the Low Countries in 1594. Christy.)

late as 1594, when he was leaving England; and, moreover, that very few specimens were made.

Mr. Miller Christy, of London, who published, in 1900, an interesting volume concerning this medallion,* says: "Only three 'copies' or examples of it are known to exist†—each of them identically the same in all but the most trivial respects." They differ somewhat in thickness and weight, the lightest weighing 260, the second, 300.6, and the heaviest, 424 grains troy. The first two mentioned are in the British Museum; the third now belongs to Sir John Evans.

Mr. Edward D. Adams, Chairman of the Medal Committee of the American Numismatic Society, obtained, several years ago, an electrotype copy of one of the examples in the British Museum, from which has been produced the *facsimile* that forms the reverse of the Drake Medal, recently issued by the above-named society.

An interesting feature of this very ancient medal map is the apparent indication of what may have been a formerly existing inland sea, within the region where, some centuries ago, the Gulf of California extended to a point about 150 miles northwestward from its present head, thus covering the same depressed area of land where to-day, by the accidental inletting of the Colorado River, there has recently been formed the so-called "Salton Sea," of which the upper surface is about 200, and the extreme depth, or bottom of the basin, is nearly 300, feet below sea-level.

This topographical feature of the Silver Map clearly suggests the possibility, if it does not certainly indicate the probability, that at the time when the map was made there was still an open channel between and connecting the slowly vanishing inland sea and the head of the Gulf of California, which was gradually being shut out by the accumulating delta of the Colorado River.

If this channel were still open 370 years ago, when the early Spanish navigators were already exploring that region, it might easily have happened that some Spanish craft, older than the *Golden Hinde*, entered the inland basin, to be finally stranded there, in the sands of the desert, thus verifying the somewhat mythical stories that have long since been current in that desolate waste,

* "The Silver Map of Drake's Voyage, 1577-1580." By Miller Christy, London: Henry Stevens, Son, and Stiles, 39 Russell Street, 1900.

† Referring to the number of copies now extant, Lady Elliott Drake, writing from Nutwell Court, Lympstone, Devon, to the Chairman of the Committee on the Publication of Medals for the American Numismatic Society, says: "With regard to the 'Silver Map' which is so interestingly reproduced on the reverse of the plaque, I think that you will like to know that four exist—those you mention and one here. It is in a little old black shagreen case, just as the first Sir Francis had it—carried it about in his pocket maybe—to show to curious questioners where his ship had sailed."

reporting the finding of the remains of an ancient vessel in the dried-out bottom of an evaporated sea.

It is also historically interesting to note the early appearance and lasting permanence of certain geographical names, such as California, Florida, Virginia, and others, remarking especially "Bacallaos," which is Spanish for Cod, a characteristic native of the New England coast.

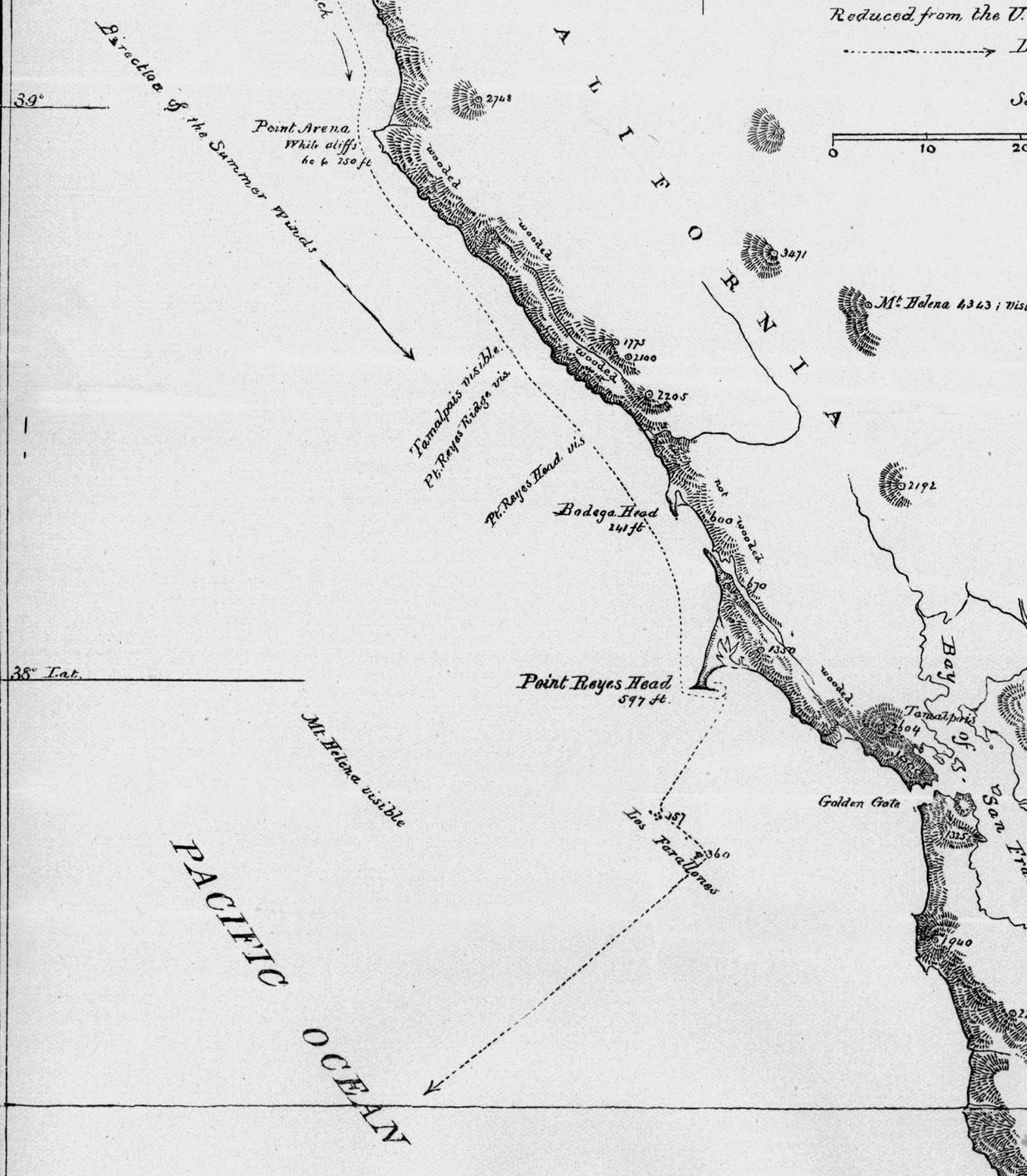
A further noteworthy instance of persistent nomenclature is that of a small, remotely isolated rock, in the North Pacific Ocean, far off the west coast of Mexico, shown on the Silver Map as the "Rocca Partida," by which name it is referred to by Spanish navigators of still earlier date, and likewise appears on our charts of the present day.

The "Rocca Partida" is thus significantly related to that vast, deep, still uncharted and more or less mysterious region, reaching many hundred miles yet farther west, towards Hawaii, which, if it contain no island, is probably the largest landless ocean area on the surface of the globe, whence, during the past century, the cruising whalers and rarely passing navigators have brought reports of shoals, reefs and plainly visible islands, none of which, by some mischance, has ever yet been found by any of the exploring vessels of Great Britain or the United States, sent, during the past eighty years, to look for them. Yet Villalobos, in the record of his voyage in 1542, under date of December 3rd, says: "and we sailed beyond Rocca Partida about two hundred leagues, when we had soundings in seven fathoms." It was somewhere in this remote region that, sailing from Hawaii to Panama, in September or October, 1860, the U. S. S. *Levant* mysteriously disappeared, leaving no trace, unless it be in certain wreckage, found nine months thereafter on the south shore of Hawaii, and then and there identified as a lower mast and piece of a lower yard of the missing *Levant*; and it may be that on some habitable island, somewhere within the region thus indicated by the "Rocca Partida," some of her surviving shipwrecked castaways may still be watching for a sail.

Coast of

Along which Drake

Reduced from the U.



123°

No. 1.

Coast of New Albion,

Along which Drake sailed in search of a harbor of refuge.

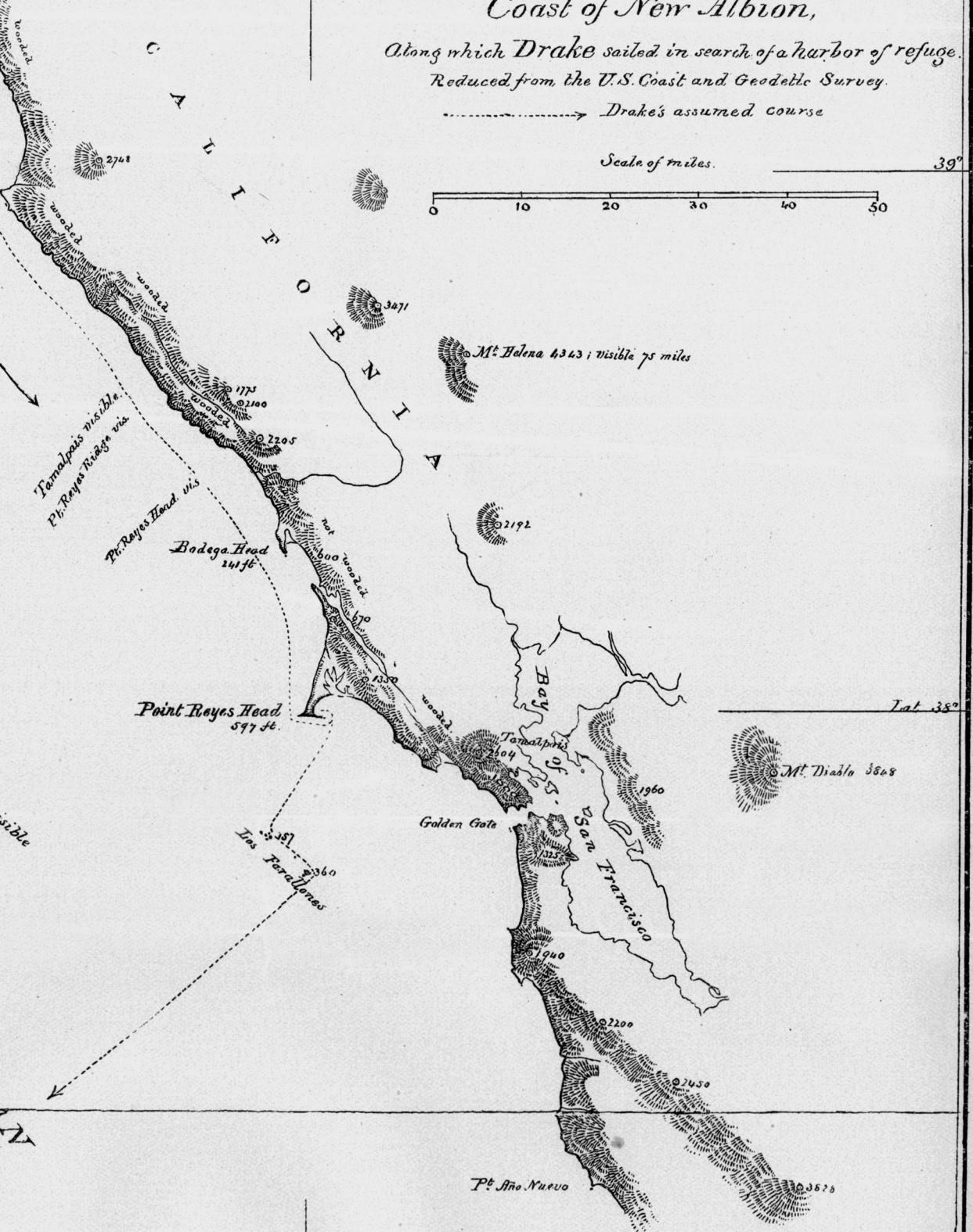
Reduced from the U.S. Coast and Geodetic Survey.

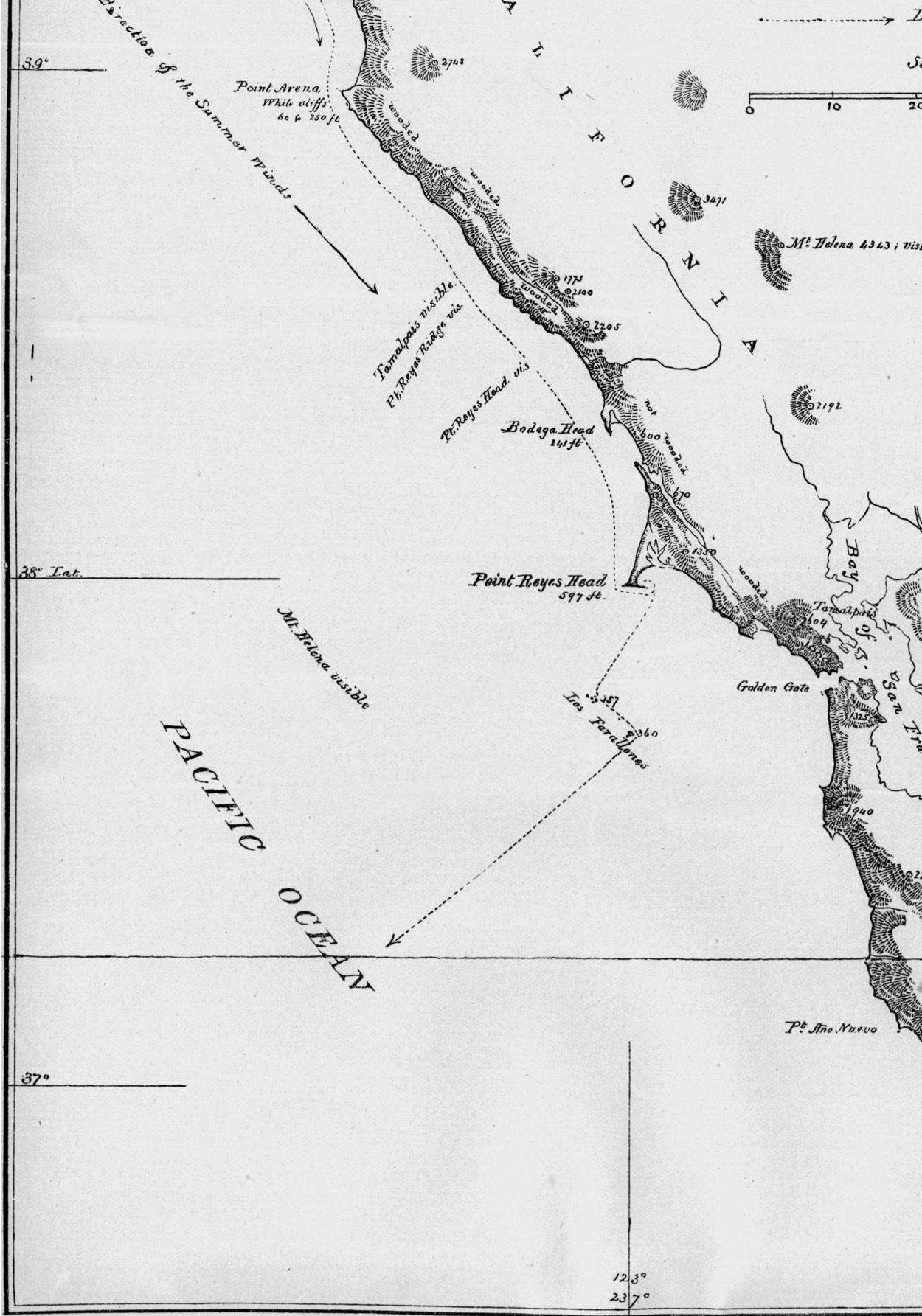
→ Drake's assumed course

Scale of miles.

39°

0 10 20 30 40 50

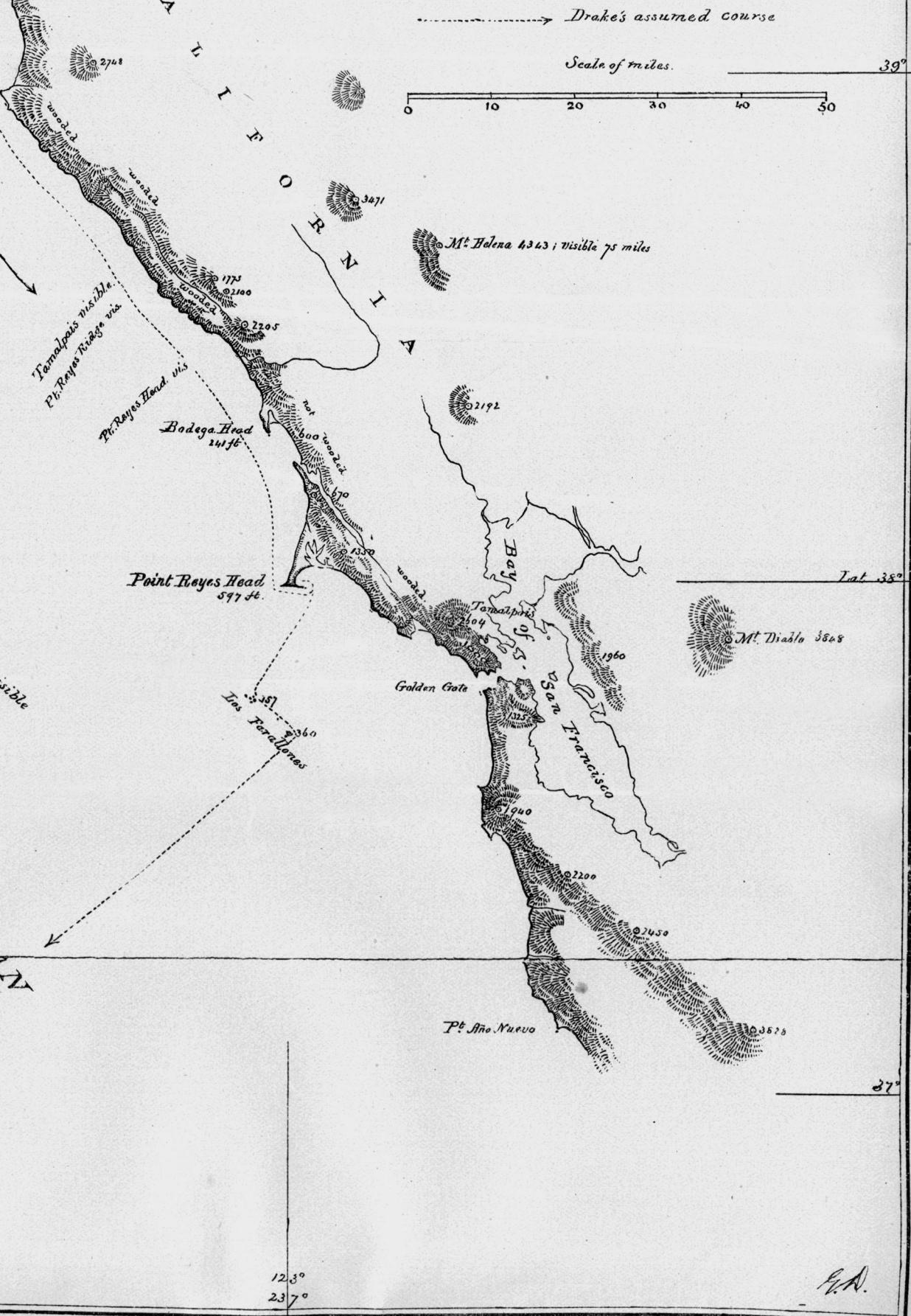
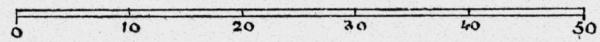


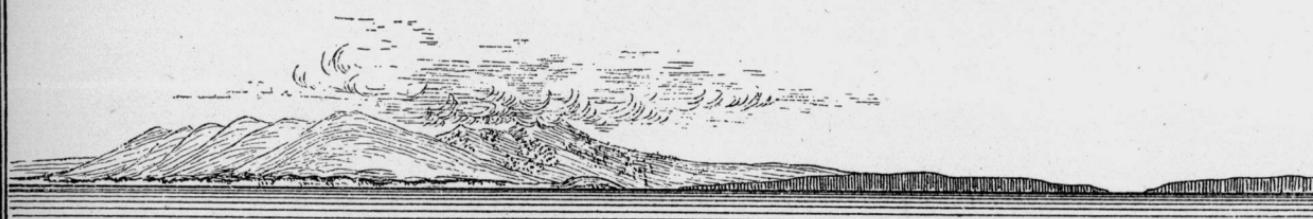


Drake's assumed course

Scale of miles.

39°





Cuchilla Grande, 1350 ft.

S. 34° E. true 20 miles

Mt Tomalpais 2604 ft.

S. 60° E. true 35½ miles

Beyond this 20 miles

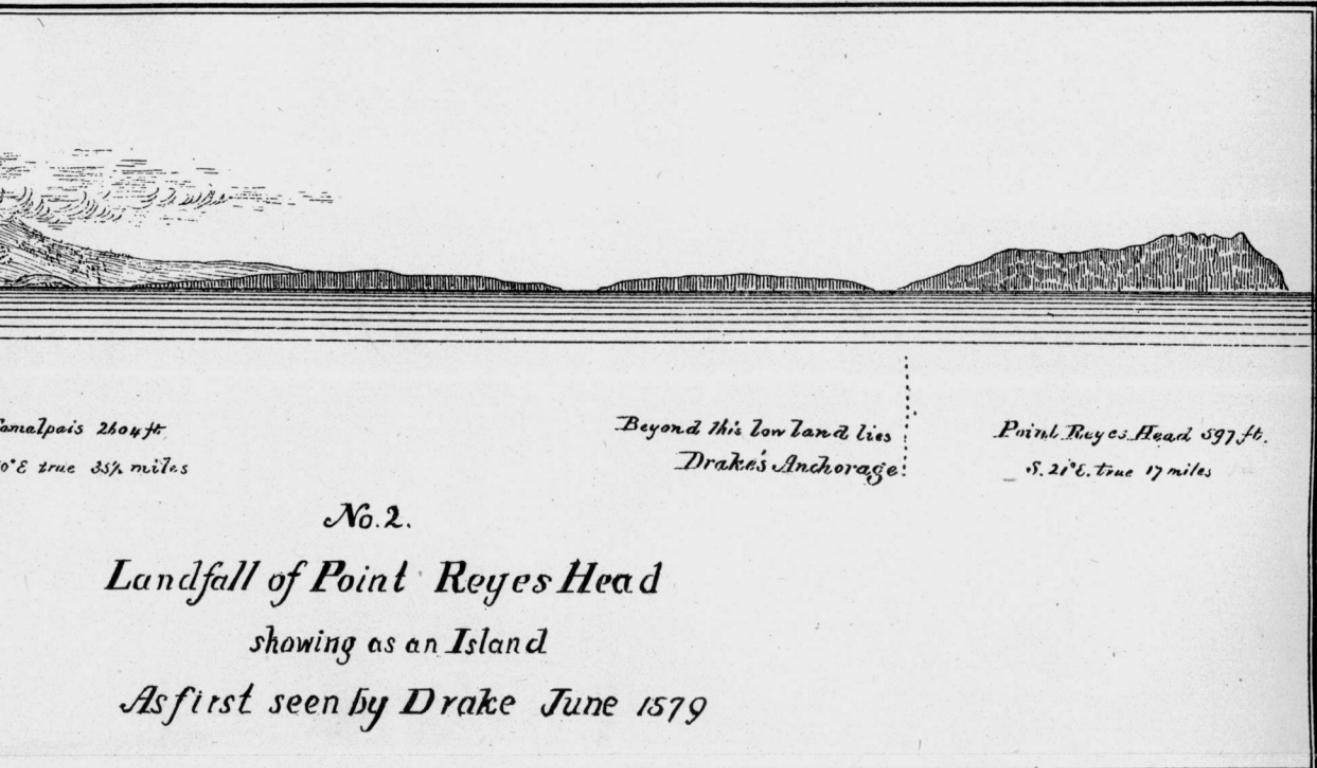
Drakes

No. 2.

Landfall of Point Reyes Head

showing as an Island

As first seen by Drake June 1579



No. 3

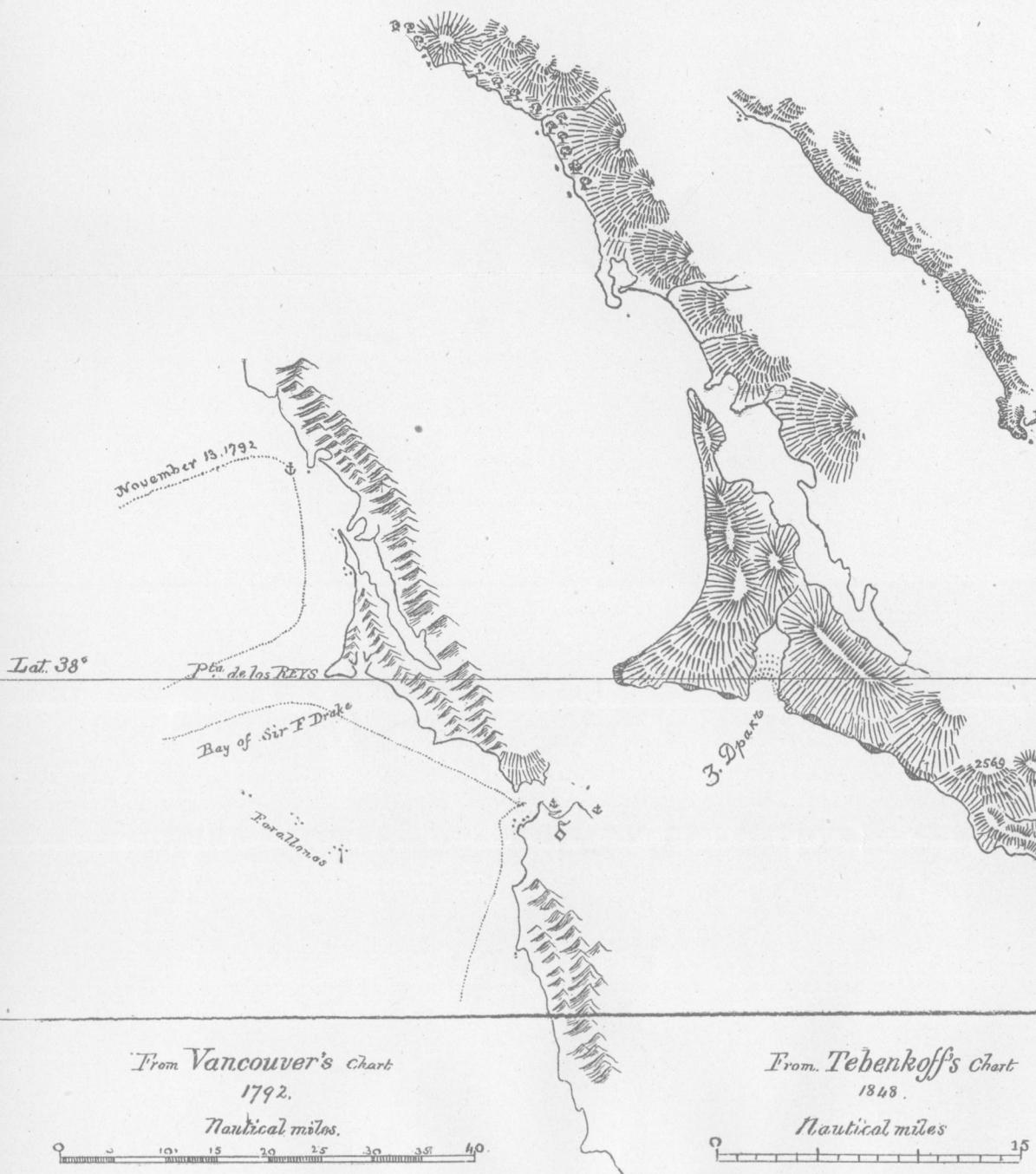
Drake's Bay

From the Charts of Vancouver 1792.

Tebenkoff 1848.

U. S. Coast Survey 1850.

Same scales as Originals.



No. 3

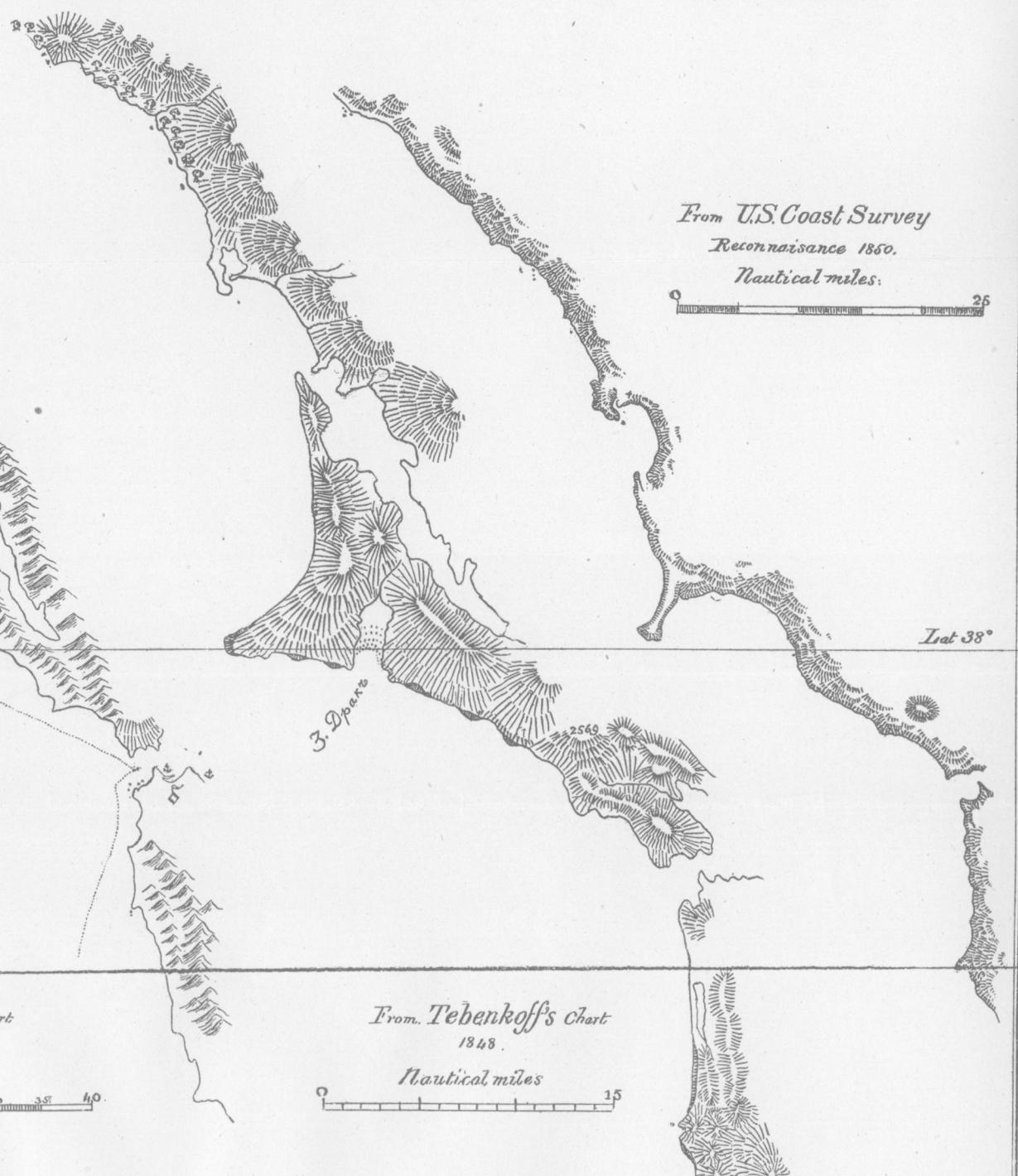
Drake's Bay

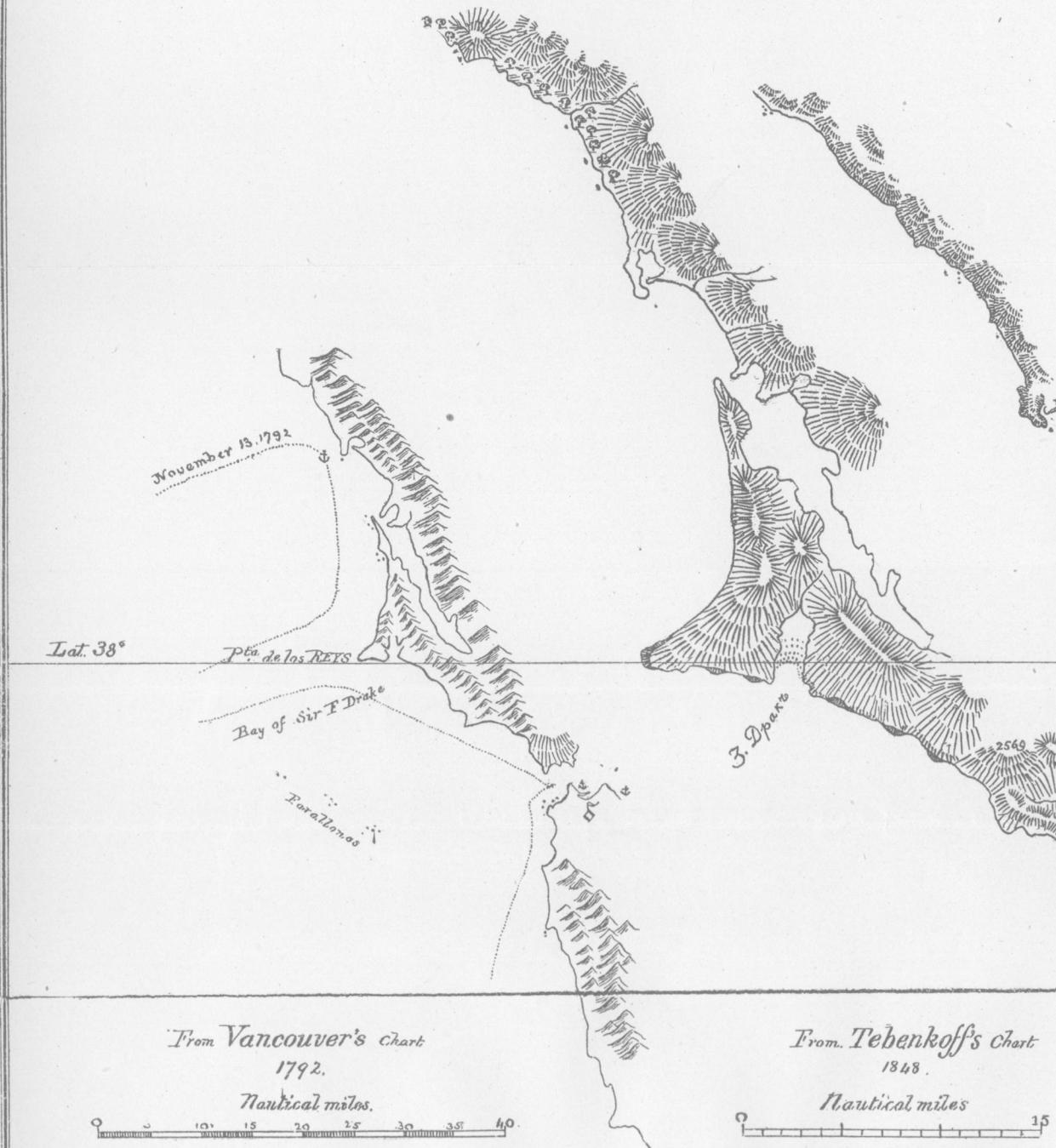
in the Charts of Vancouver 1792.

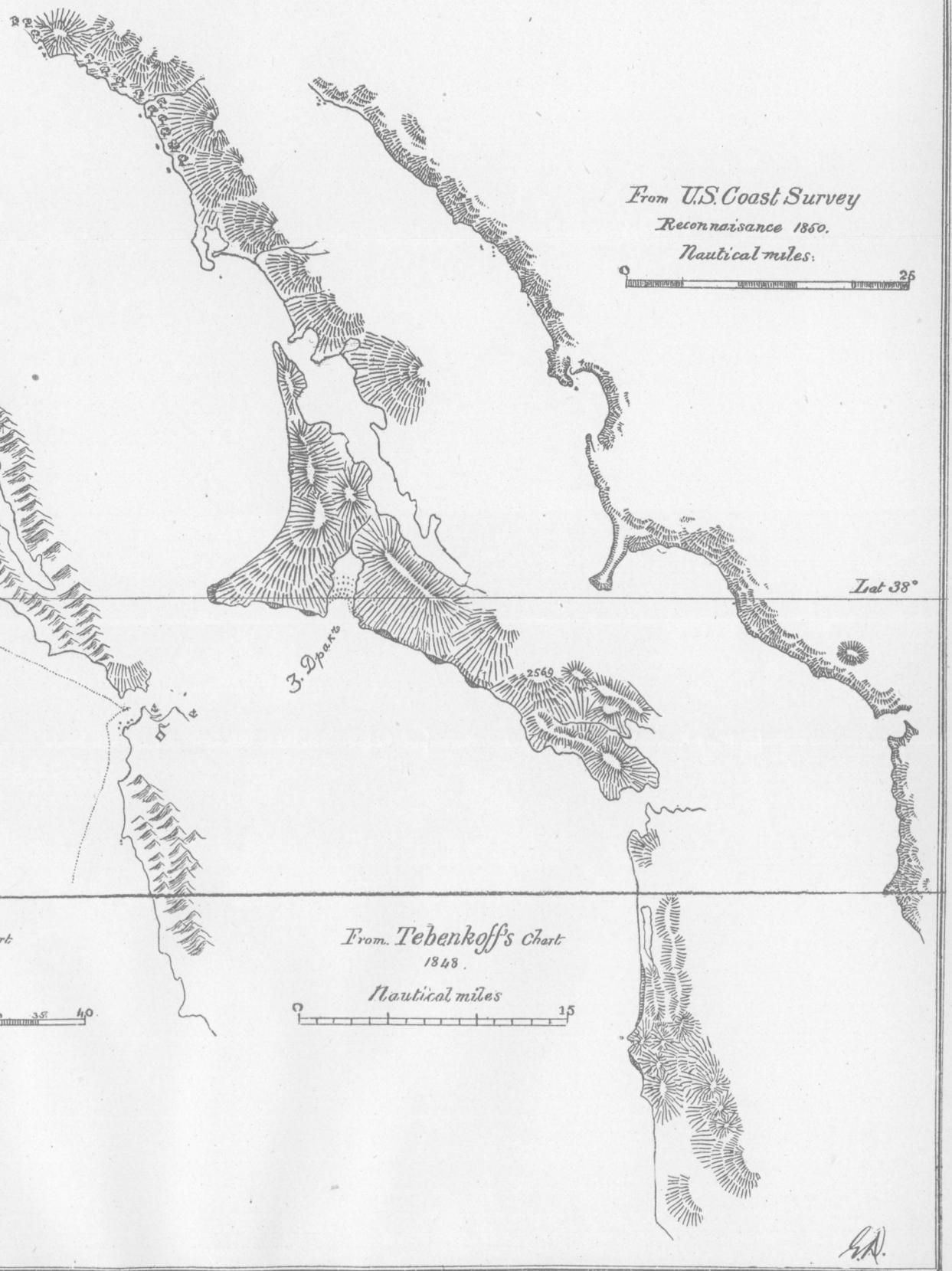
Tebenkoff 1848.

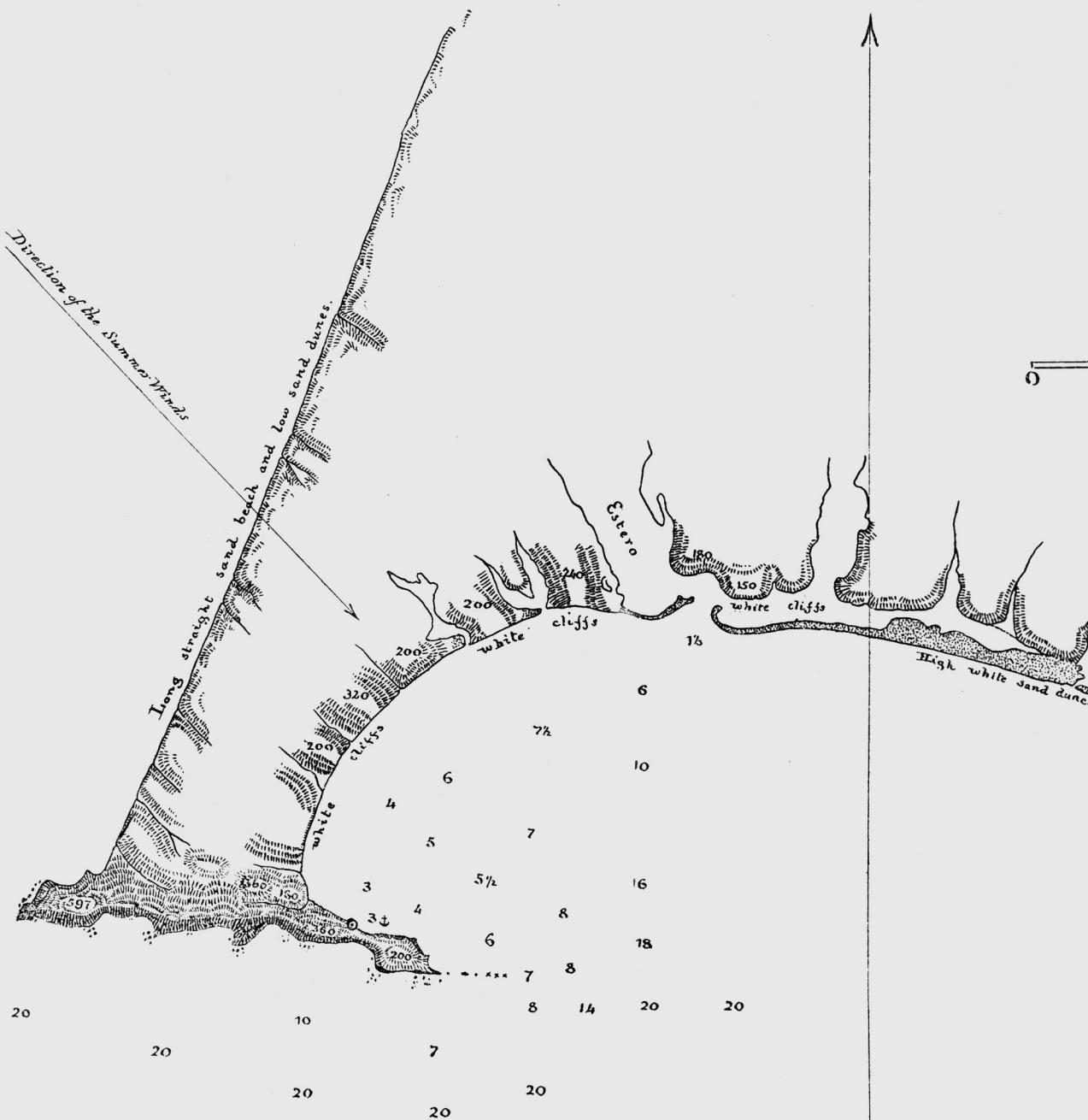
U.S. Coast Survey 1850.

Same scales as Originals.









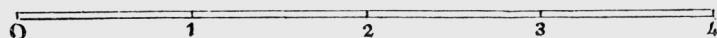
No. 4

DRAKE'S BAY

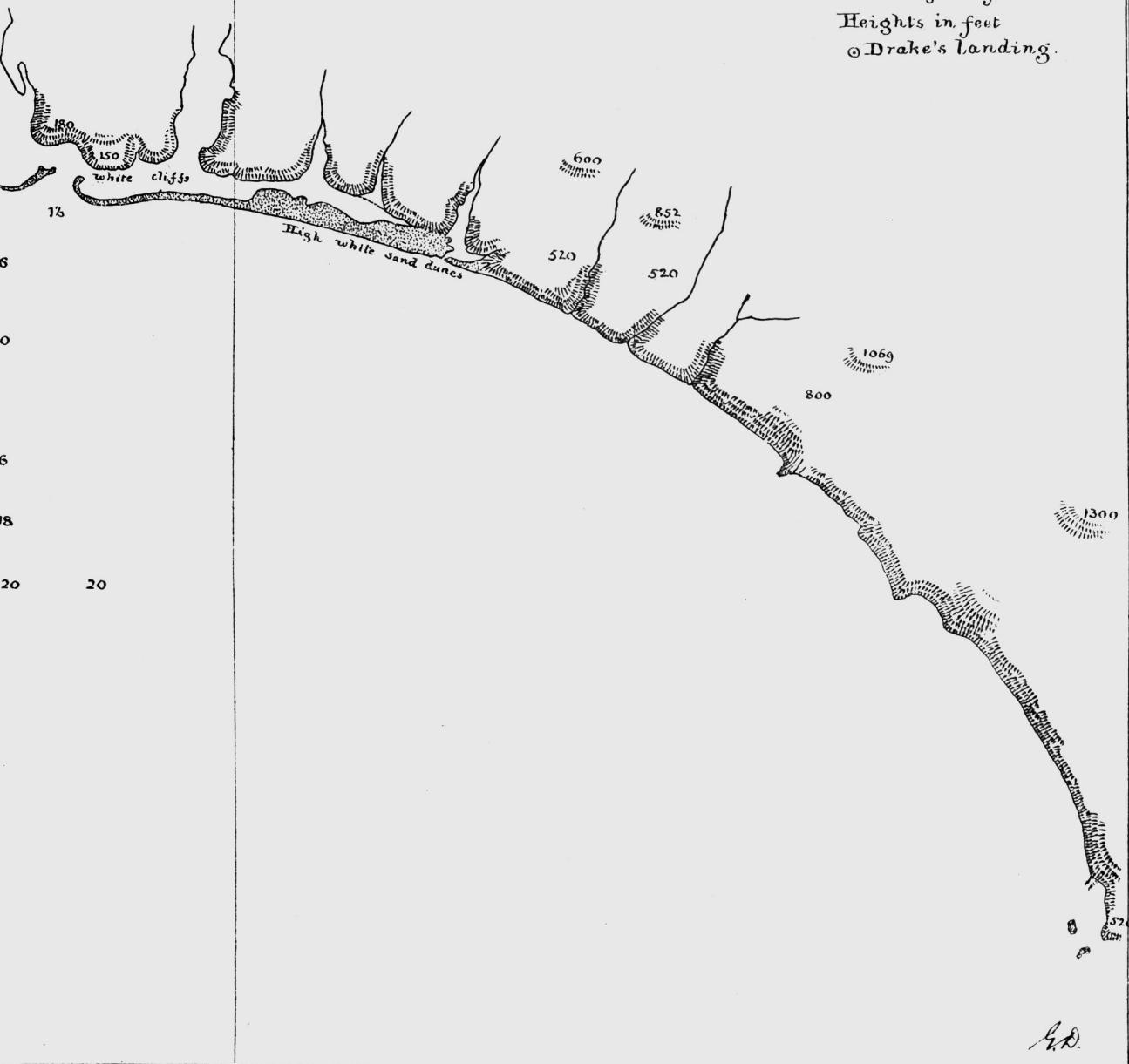
reduced from the

U.S. Coast and Geodetic Survey.

Scale of Nautical miles.

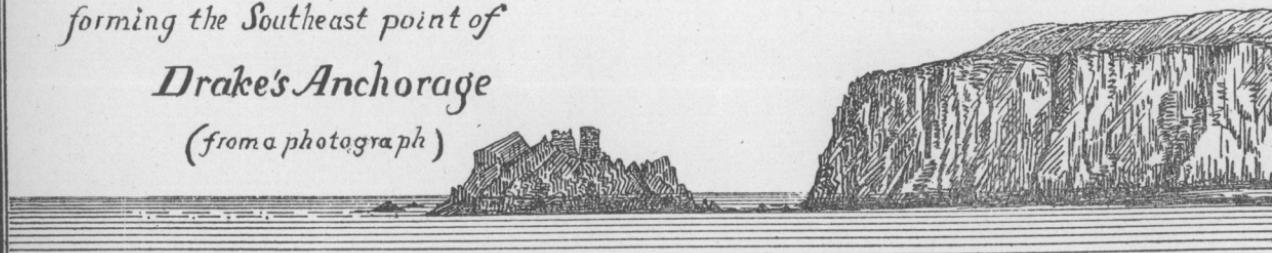


Soundings in fathoms.
Heights in feet
◎ Drake's landing.



No. 5.

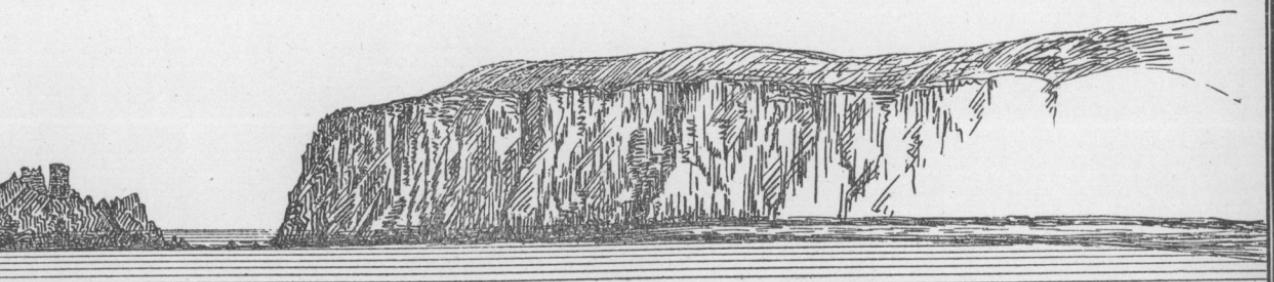
*The Eastern Promontory of
Point Reyes Head
forming the Southeast point of
Drake's Anchorage
(from a photograph)*



Reef.

Chimney Rock

South (true) $\frac{1}{2}$ mile.



...mney Rock

South (true,) $\frac{1}{2}$ mile.

200 feet high.



Il Regno di
Guinvera

AMERICA

Maestrale

41

vera

Costa di Mendocino

Var. N. 10 gr. $\frac{1}{2}$
Grecale

Costa di
Sardir

Le vento Marziale

Baia

C. di Sardir

B. di Sardir

R. Sardir
C. del Agnio
Costa di nuoua
Albion

Nova Albion scoperto dal Generale
Draco Inglese nel 1589

B. di nuoua
Albion

5

Il Port. boniss. mo

4

3

2

1

0

C. di nuoua
Albion

Costa della Guia

Guia

40

39

41





47

Il Guiniera j scoperto dal Prago Inglese nel 1582
 fu tanto freddo nel mesed' Giugno che non poteua
 comporlarlo poi andava a gr 38 $\frac{1}{2}$ et leure
 fu Comportabile et lo nominaua Nostra Albion
 ma il freddo insopportabile durò sin a 43 Gradi
 Terra Fredda) che era detto Porto

Il Regno di
 Guiniera

45

ANTER

40

C de Sardina
 P de Sardina
 C de Arnia
 Costa Frista

C de S Pietro
 R d' S Pietro

R di Todos Sancos

Costa Braua

Alcoanes

Tierra de Montagne

Creendo
 cino

Costa peri
 culosa

47

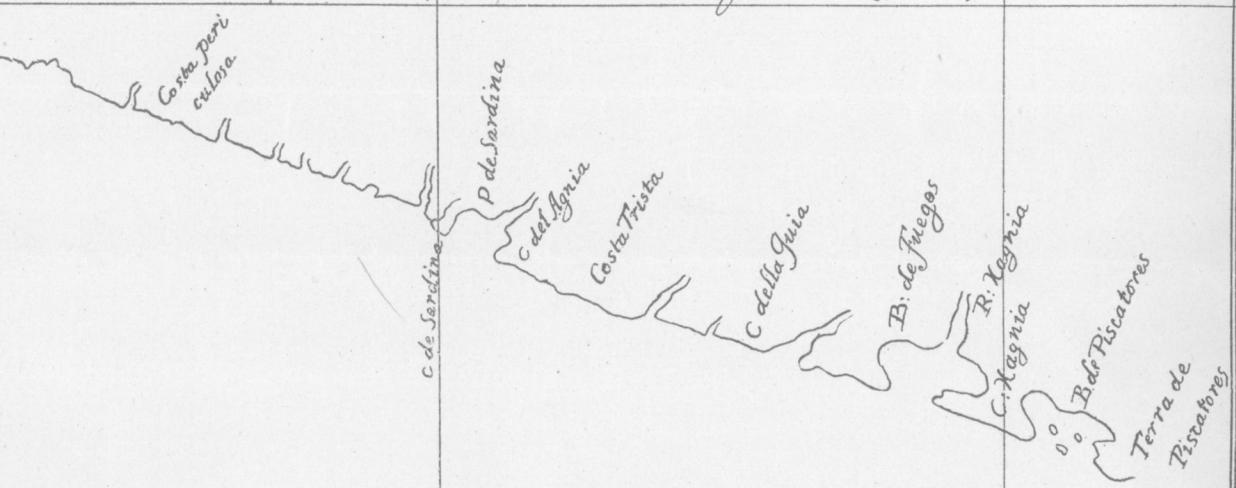
Il Regno di
Guinira

45

AMERICA

40

guinira es
(pencil)



ANTER

C de S Pietro

R d' S Pietro

R di Todos Santos

Costa Braua

Alcoanes

Tierra de Montagne

Cmendo
cino

Costa peri
culosa

40

C de Sardina

P de Sardina

C del Agria

Costa Frista

215

35

220

No. 7.

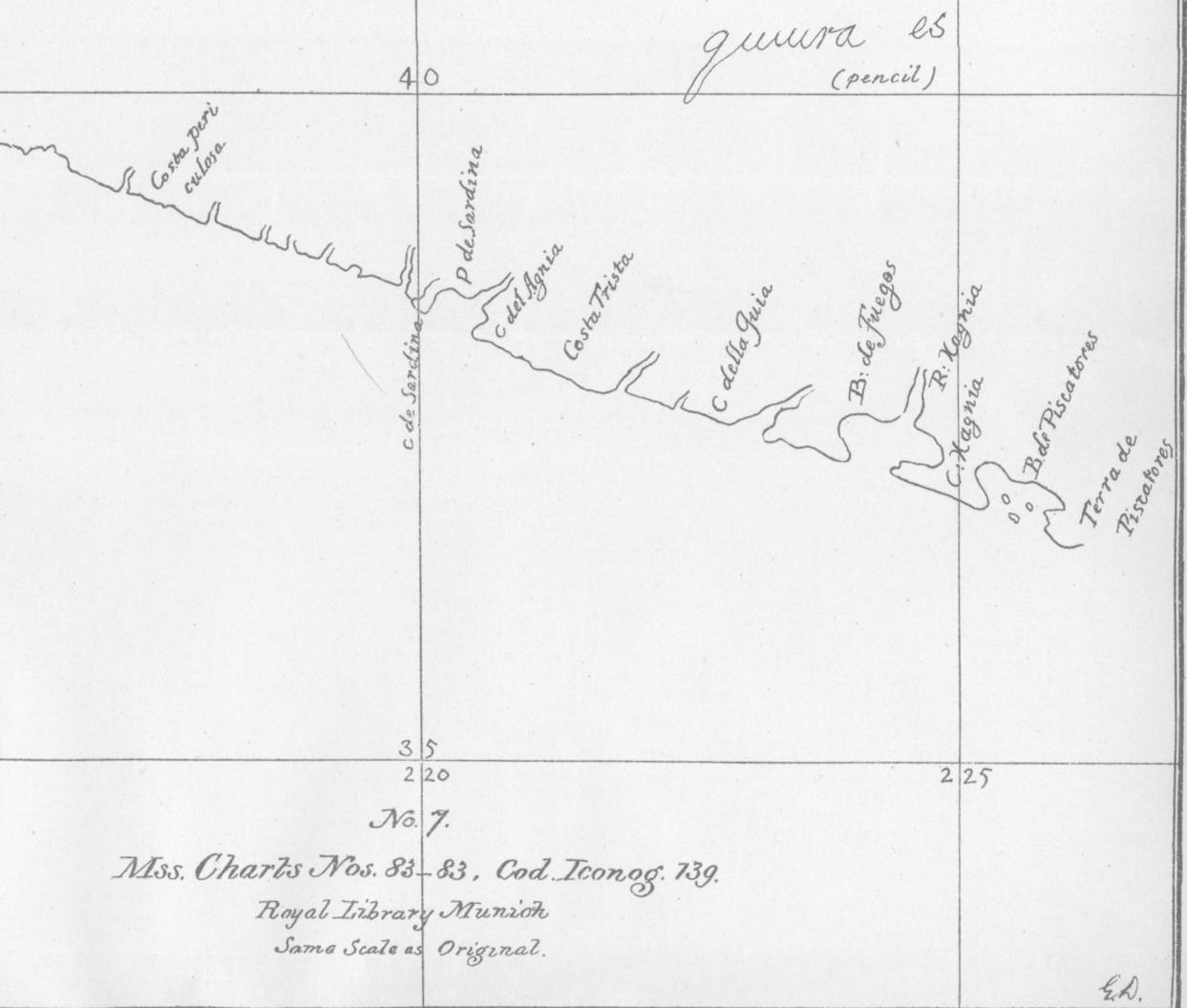
Mss. Charts Nos. 83-83, Cod. Iconog

Royal Library Munich

Same Scale as Original.

AMERICA

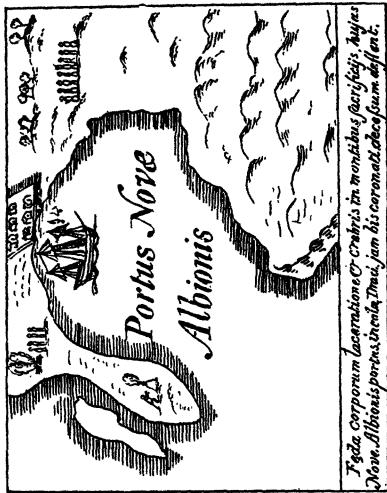
ne



No. 8.
Copy of part of the
Map of Hondius 1595
British Museum
Same Scale as Original





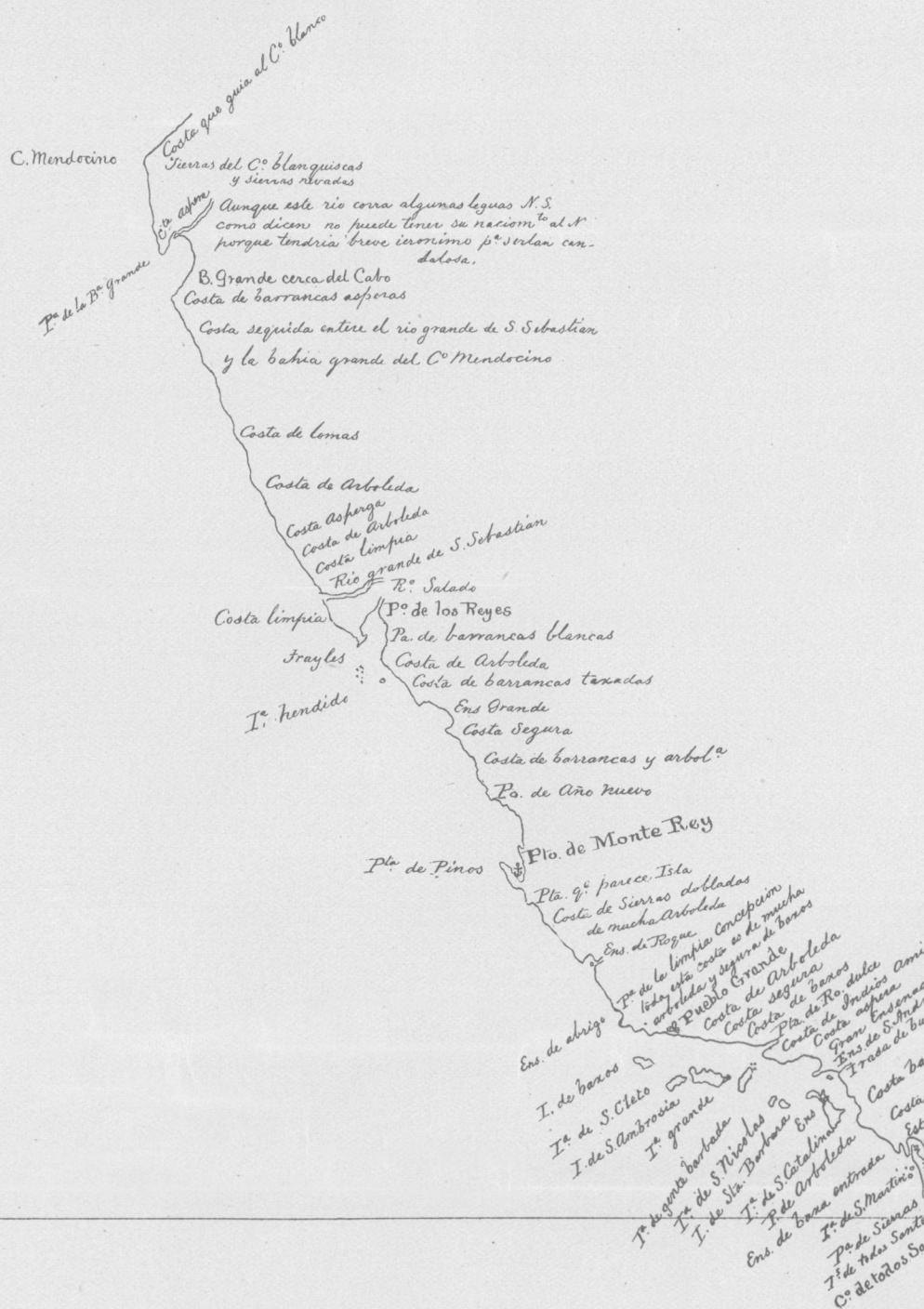


No. 9.

Port of New Albion
Drake 1595

From the side plan on the map of
Hondius 1595

British Museum By horrible observations of their bodies and by frequent sacrifices
In the mountains the inhabitants of this port of New Albion before
the departure of Drake now twice crossed.



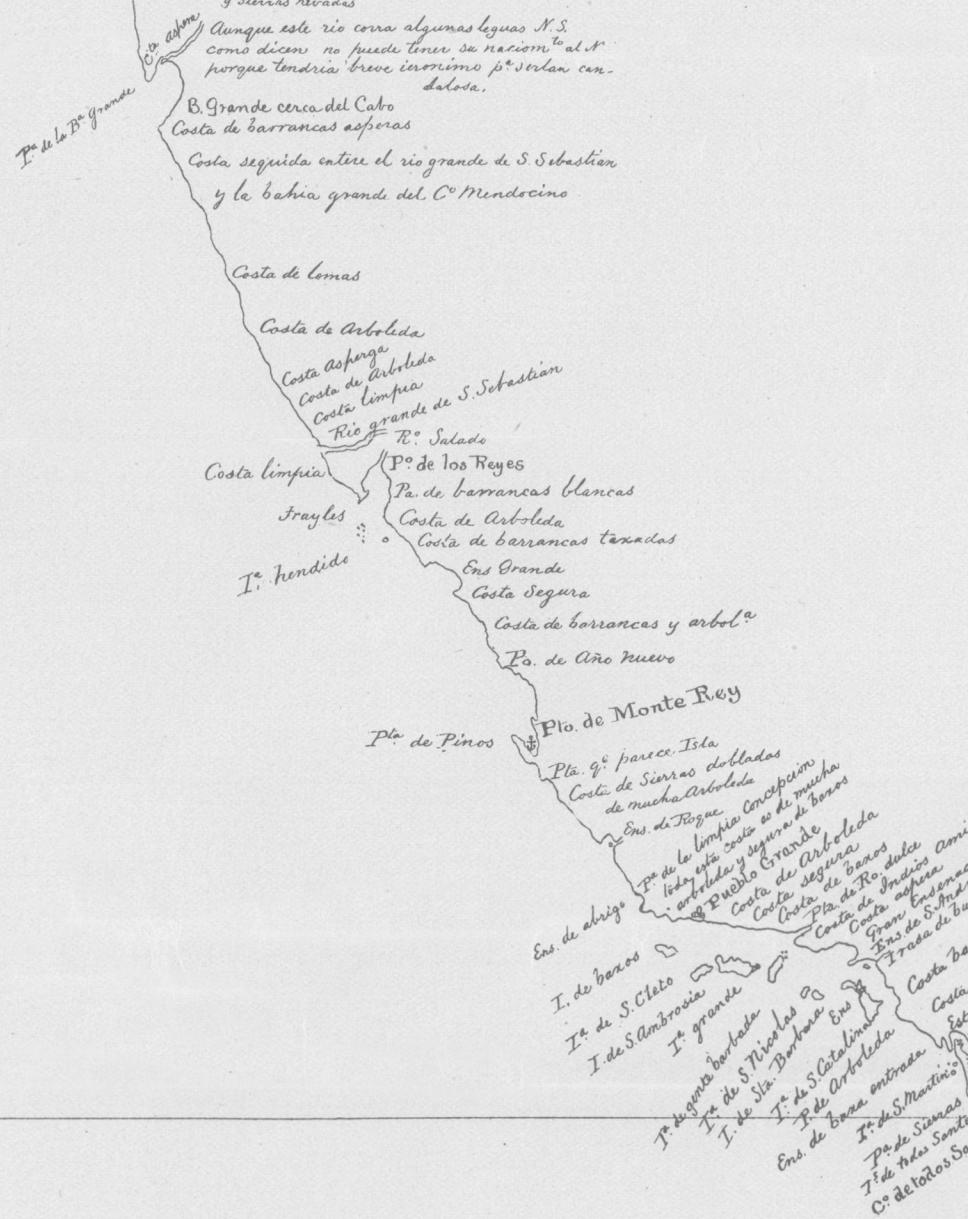
No. 10.

Part of the Chart of Vizcaino, 1602-3.

Sutil y Mexicana, 1802.

from State Department, Washington

Same Scale as Original



No. 10.

Part of the Chart of Vizcaino, 1602-3.

Sutil & Mexicana, 1802.

from State Department Washington

Same Scale as Original.

y serras serradas

Aunque este río corra algunas leguas N.E.
como dicen no puede tener su nacimiento al N.
porque tendría breve curso no pudiendo ca-
dalosa.

B. Grande cerca del Cabo
Costa de barrancas asperas

Costa seguida entre el río grande de S. Sebastián
y la bahía grande del C.º Mendocino

Costa de lomas

Costa de Arbolada

Costa Aspera

Costa de Arbolada

Costa Limpia

Río grande de S. Sebastián

R.º Salado

P.º de los Reyes

Pa. de barrancas blancas

Frayles

Costa de Arbolada

Costa de barrancas texadas

Ens. Grande

Costa Segura

Costa de barrancas y arbol.^a

P.º de Año Nuevo

P.º de Monte Rey

Pla. de Pinos

Pla. q. parece Isla

Costa de Sierras dobladas

de mucha Arbolada

Ens. de Rague

Pa. de la limpia Concepción

Isla q. está costa es de mucha

arbolada y segura de bares

Costa Grande

Pueblo de Barrios

Costa Segura

Costa de Arbolada

Costa de Barrios

Costa de Indios Amigos

Gran ensenada

Islands de S. Andrés

Trada de buena gente

Costa Bosca

Costa Segura

Pa. costa pds de Playa lo tiera adentro

F. Bueno de S. Diego

Mesa de la Cuna

El Calvario

Costa Bosca

Costa Segura

Pa. de S. Martín

Costa Bosca

Costa Segura

Islands de S. Andrés

Costa Bosca

Costa Segura

Costa Bosca

NOVISSIMA AC EXACTISSIMA TO
DESCRIPTIO MAGNA Cura & industr
Geographicis et Hydrographicis nuperrim
observationib^z duobus planisphaerijs delinia

Excede
signo C
na, pro



NOVISSIMA AC EXACTISSIMA TOTIUS ORBIS TERRARUM
DESCRIPTIO MAGNA Cura & industria ex optimis quibusq; tabulis
Geographicis et Hydrographicis nuperrimisq; doctorum virorum
observationib; duobus planisphaerij deliniata Auct. J. Hondio.

AMSTELODAMI

Excudebat IODOCUS HONDUS sub
signo Canis vigilantis in Platea Vituli-
na, prope Senatoriam Domum.

ANNO 1618.





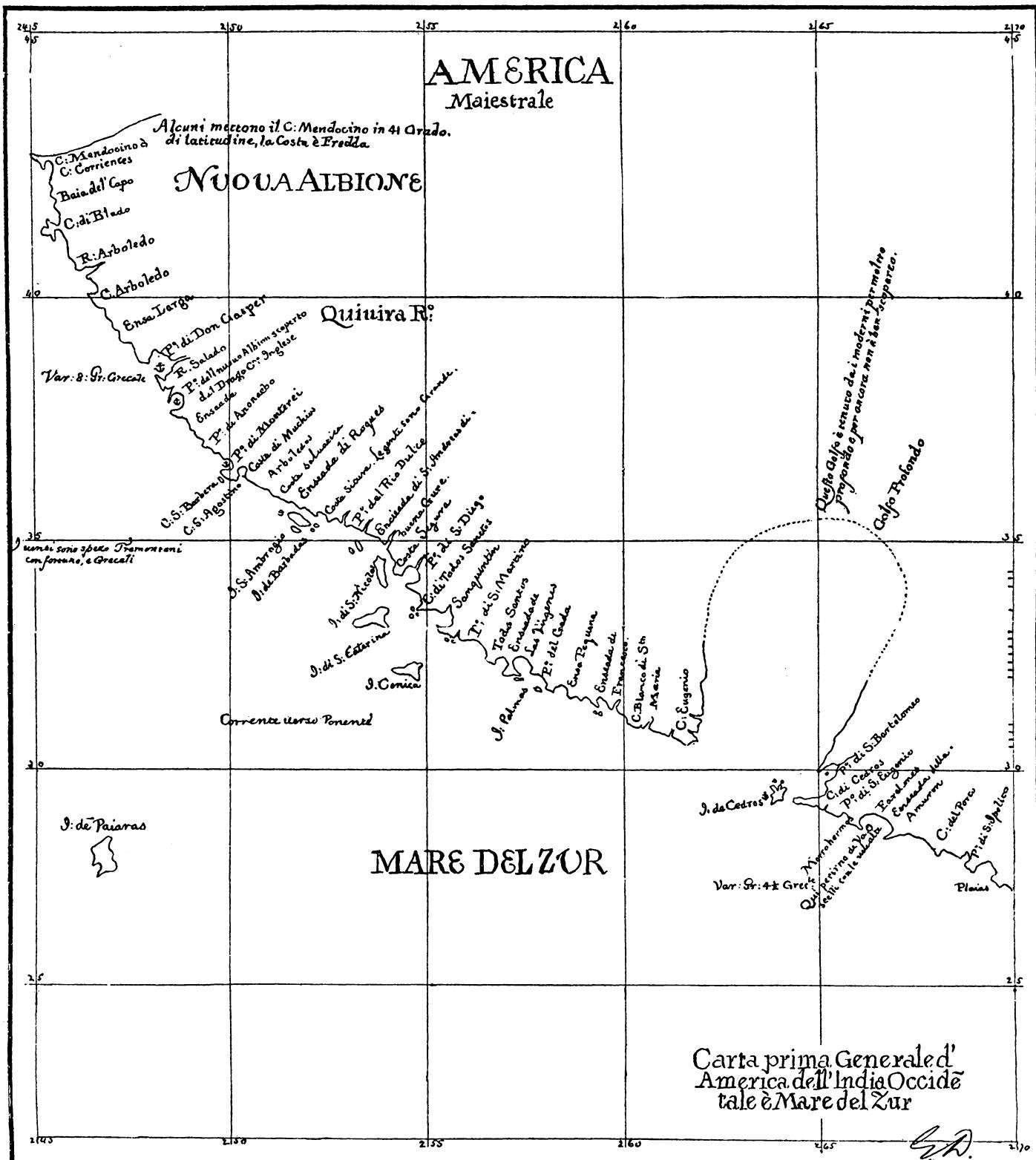
AMSTELODAMI
Excudebat IODOCUS HONDUS sub
signo Canis vigilantis in Platea Vituli-
na, prope Senatoriam Domum.

ANNO 1618.



*Sub-map of the Carta prima Generale,
"Arcano del Mare" 1647.*

Same Scale as Original.



L' MARE D' AMERICA OCCIDENTALE

Costa scopert
Inglese nel 157

Alcune Carte Com
in Gradiso, et
Errore' grande
goli trouano i
laurudine lo me
Lifuria perle
e non questa di

C. Mendocino

Varg. Gr. Gr. G.



227

228

229

230

Costa de los

232

233

234

235

236

46

45

44

42

41

40

39

38

36

35

Par. 10. Gr. 5

Le Venti Son Spesso
Maestrali



Costa scoperta dal Drago
 Inglese nel 1579 è freddissima.

Alcune Carte Commune mettano C. Mendocino
 in Gradi 40. et il C. de Fortuna in Gradi 60. E' un
 errore grande perché il Drago e li Piloti Spa-
 goli trouarono il C. Mendocino in Gradi 40. al
 latitudine che mettono 1200. leghe lontano della Cal-
 ifornia per le carte comune e non e più di 600 leghe
 e non questa distanza Corro. il Drago e li altri Piloti

Spesso



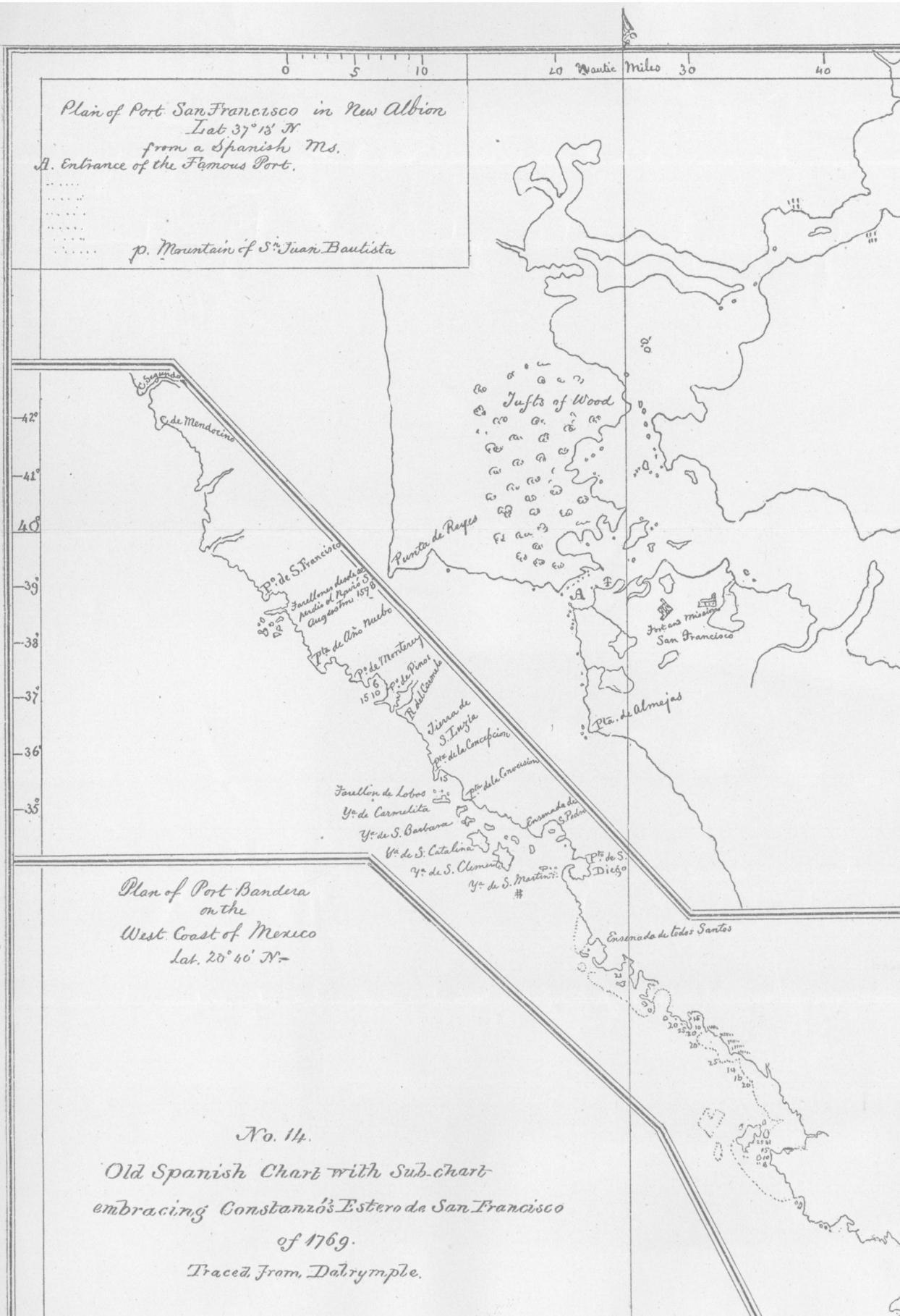
MARE D'AME
 A OCCIDENTALE



№ 13. From the "Arcano del Mare" 1647.
 Same Scale as Original.

Carta particolare dello
 Iezo fra l'America e l'Is





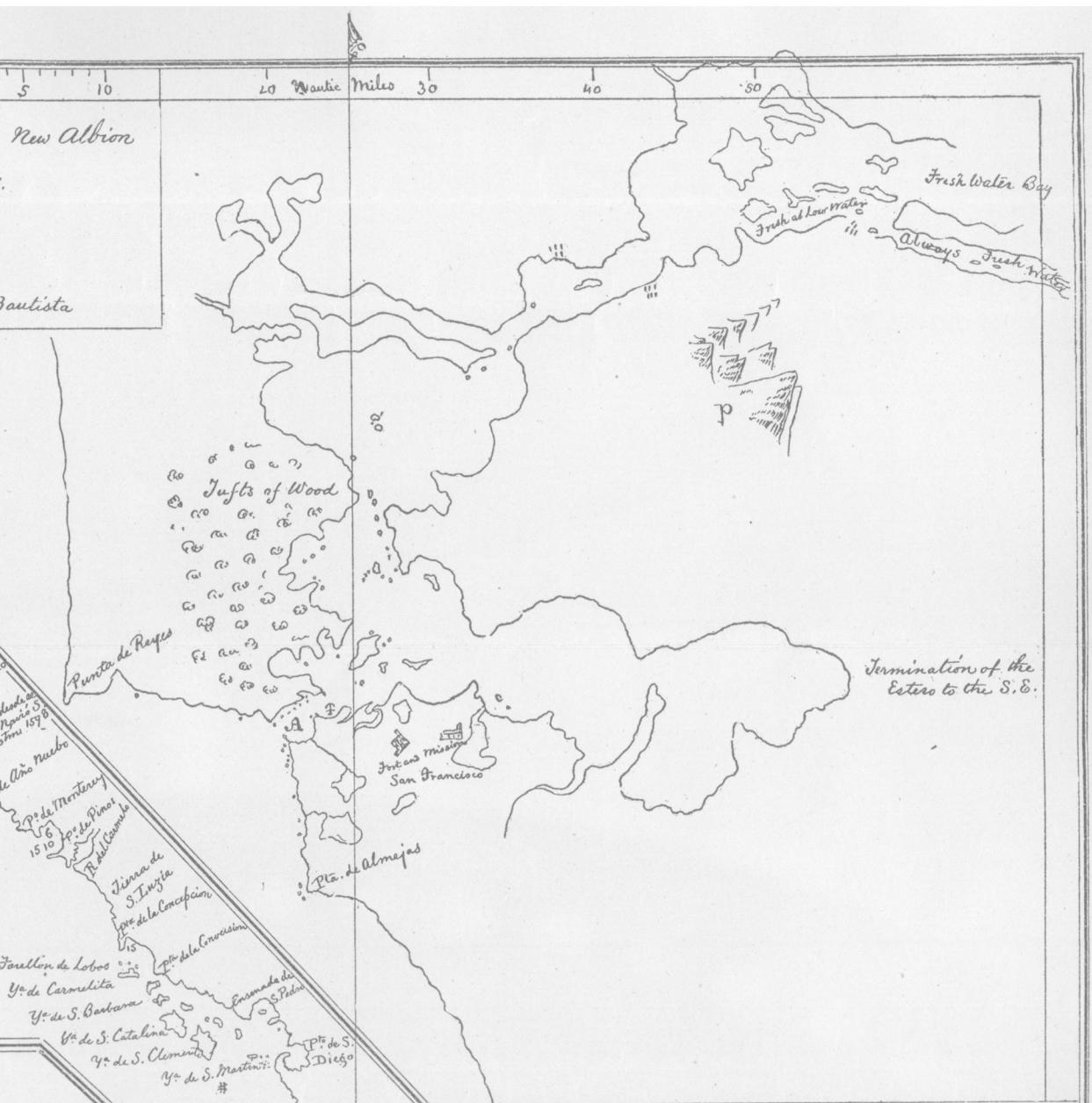
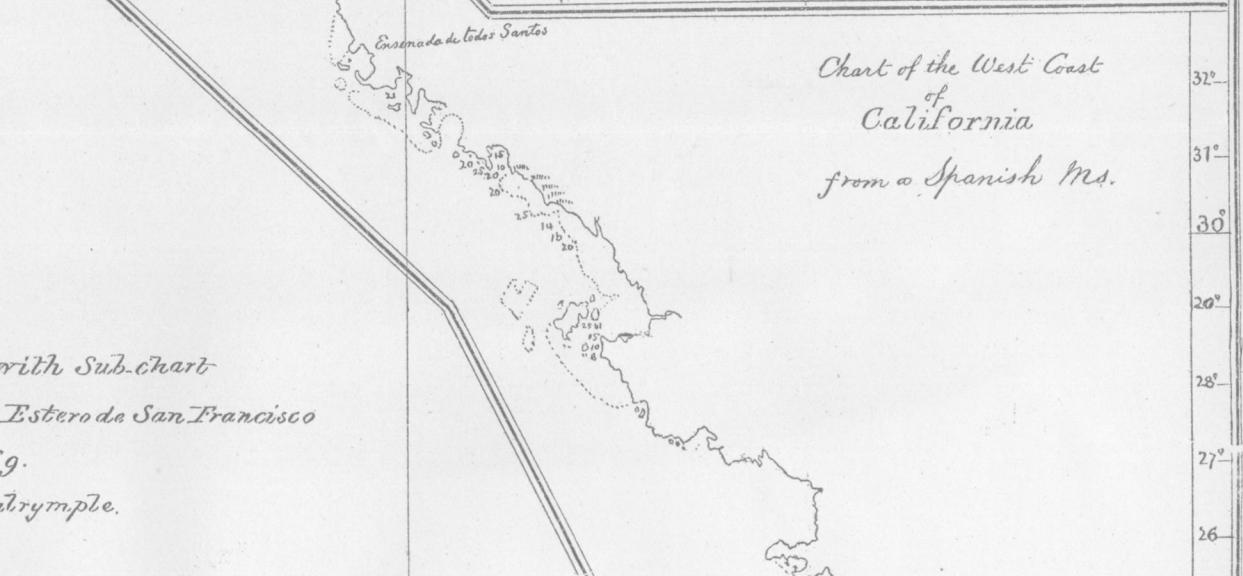


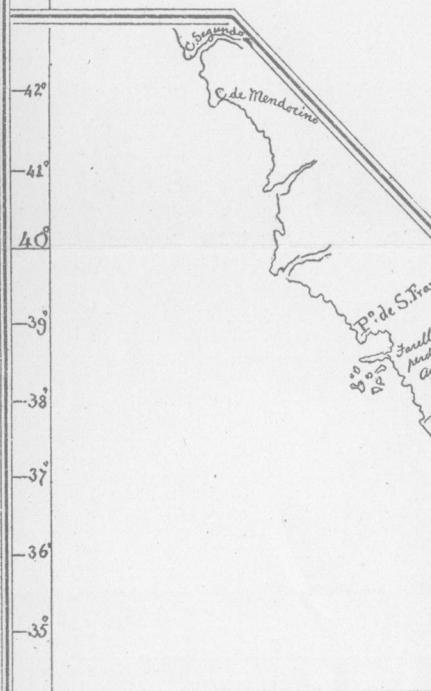
Chart of the West Coast
 of California
 from a Spanish Ms.



with Sub-chart

Esteros de San Francisco

9.
trymple.



Plan of Port Bandera
on the
West. Coast of Mexico
Lat. 20° 40' N.



No. 14.

Old Spanish Chart with Sub-chart
embracing Constanzo's Estero de San Francisco
of 1769.
Traced from Dalrymple.

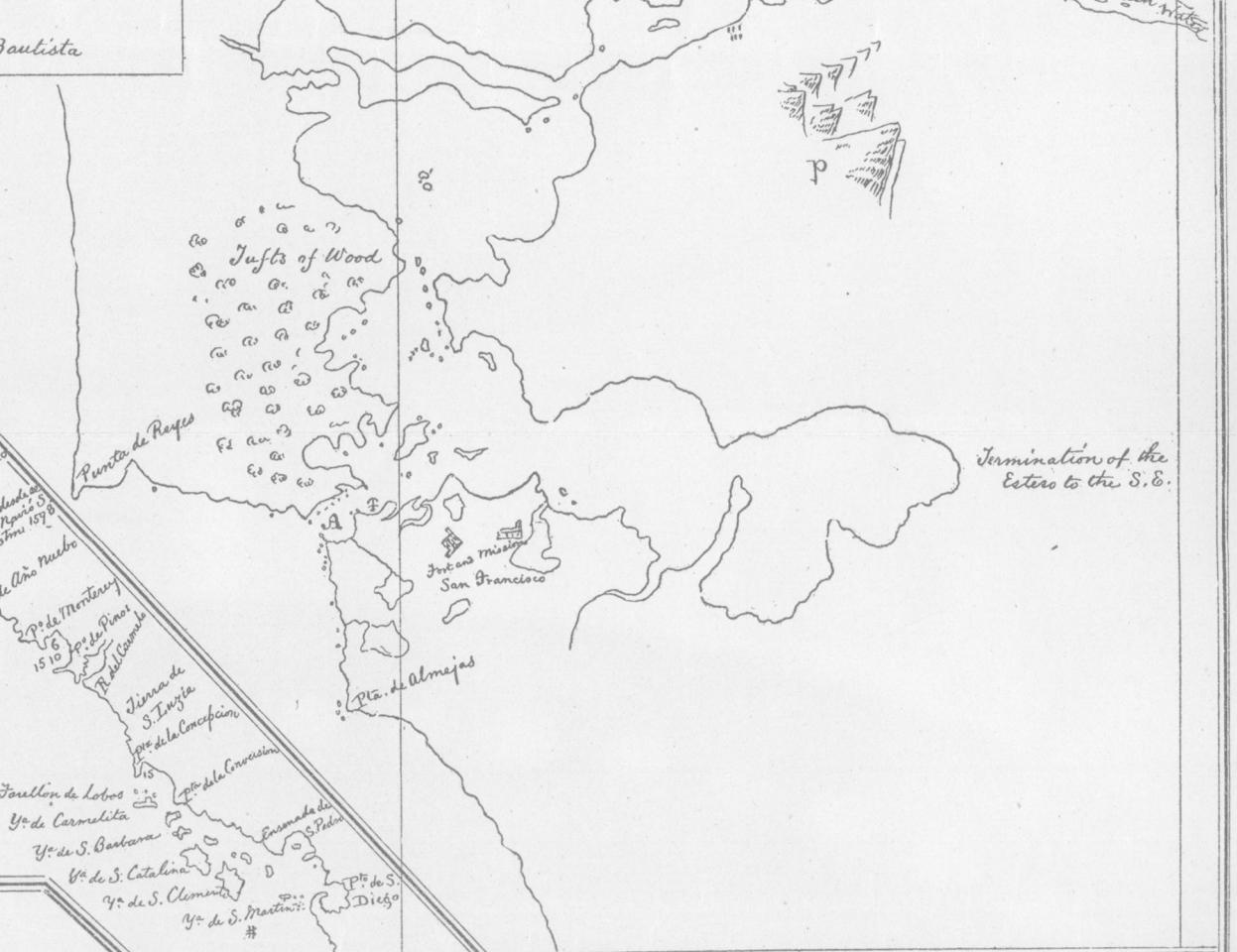


Chart of the West Coast
of California

from a Spanish Ms.

with Sub-chart

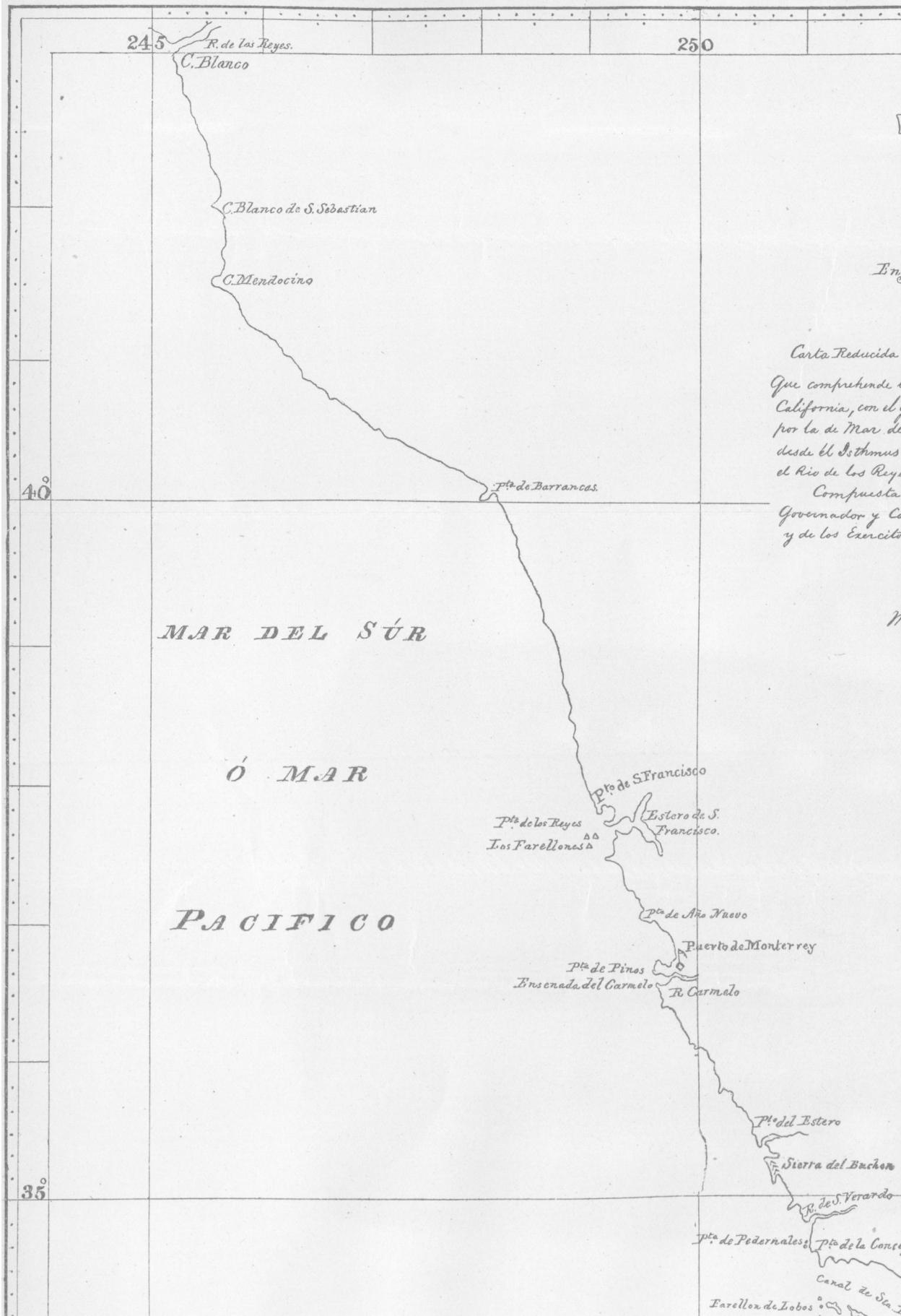
Estero de San Francisco

9.

trymple.

Published according to Act of Parliament by A. D. Arrowsmith Nov. 27th 1790.

C. B.



[No. 15.]
 [Same Scale as Original.]

Chart of California
 by
 Miguel Costanso'

1770

Engraved by Tomas Lopez Madrid 1771

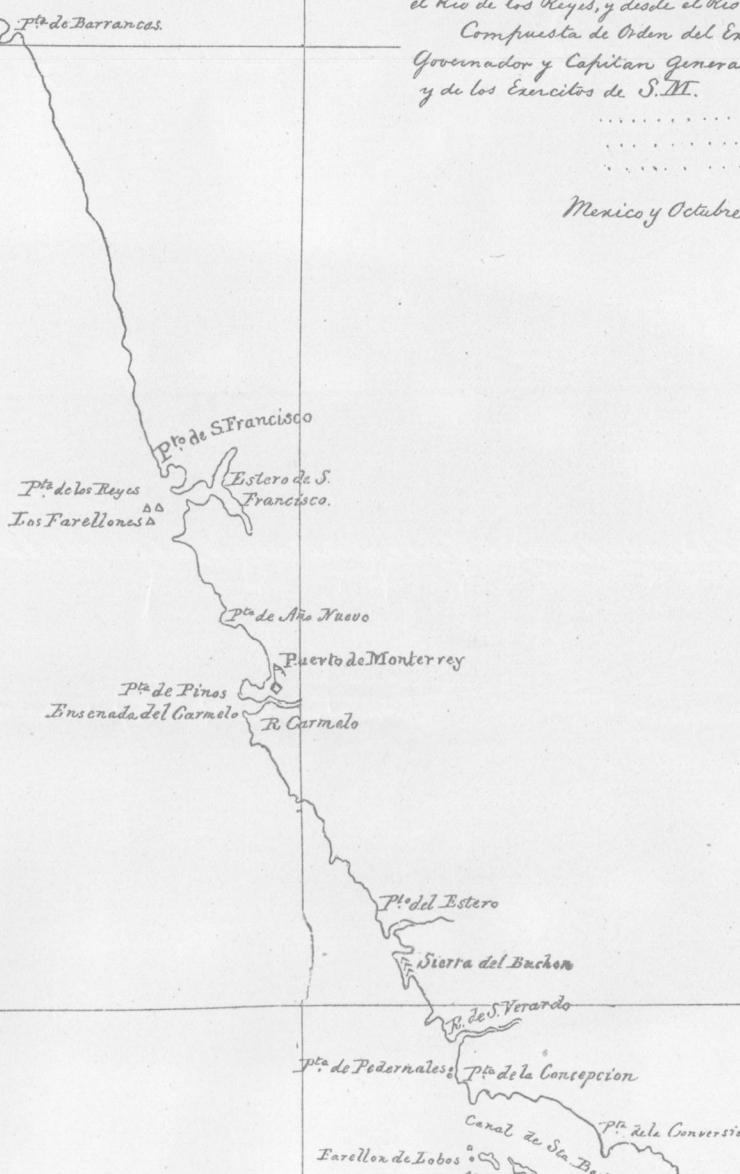
antibled,

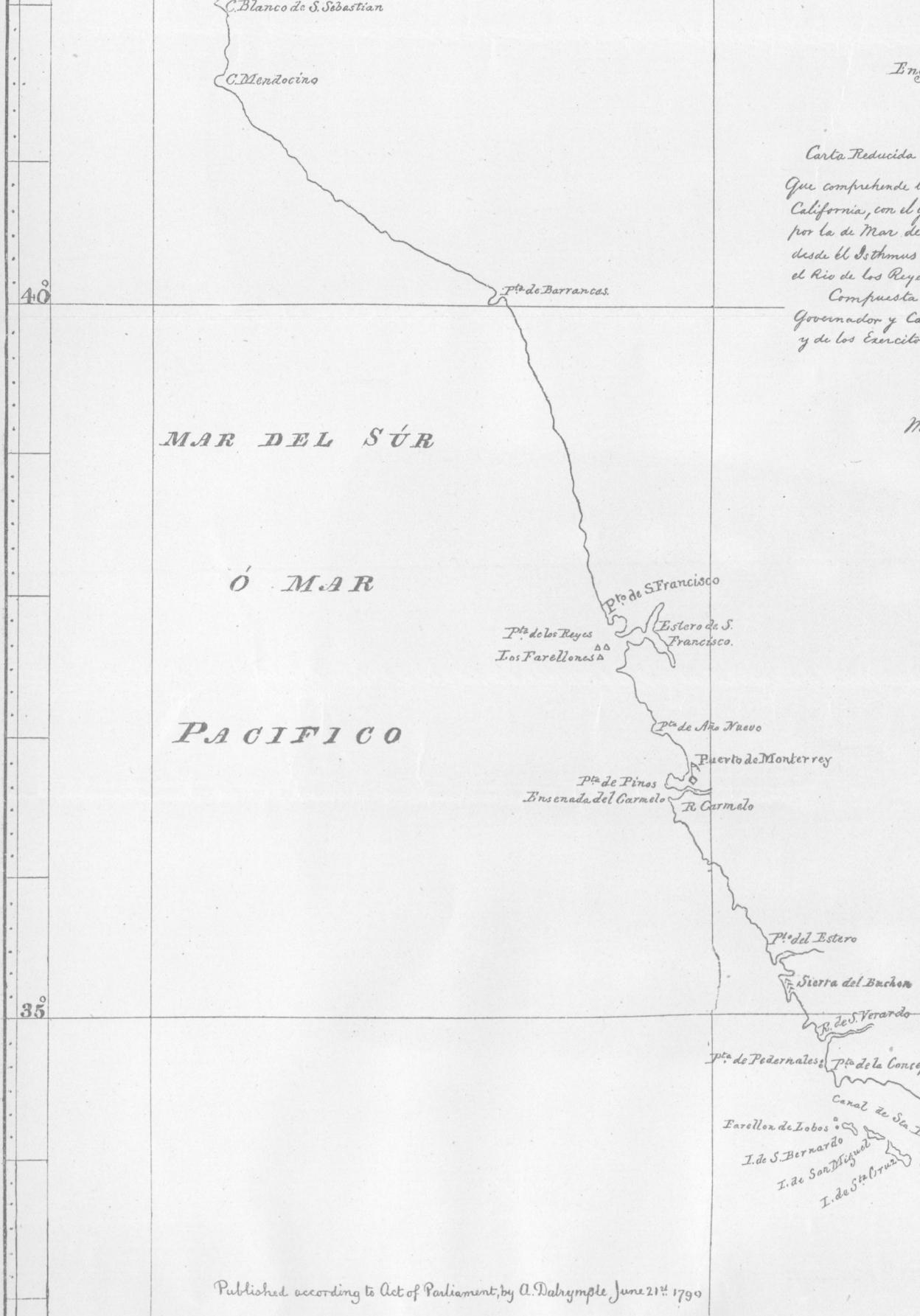
Carta Reducida del Oceano Asiatica o' Mar del Sur

que comprende la Costa Oriental y Occidental de la Peninsula de la California, con el Golfo de su Denominacion antiguamente conocido por la de Mar de Cortes, y de las Costas de la America Septentrional desde el Isthmus que une dicha Peninsula con el Continente hasta el Rio de los Reyes, y desde el Rio Colorado hasta el Cabo de Corrientes.

Comuesta de Orden del Exmo. Señor Marquis de Croix, Virrey, Gobernador y Capitan General del Reino de la Nueva Espana, y de los Ejercitos de S.M.

Mexico y Octubre 30 de 1770 Miguel Costanso.





Published according to Act of Parliament, by A. Dalrymple, June 21st 1790.

Miguel Costanso'

1770

Engraved by Tomas Lopez Madrid 1771

antibled,

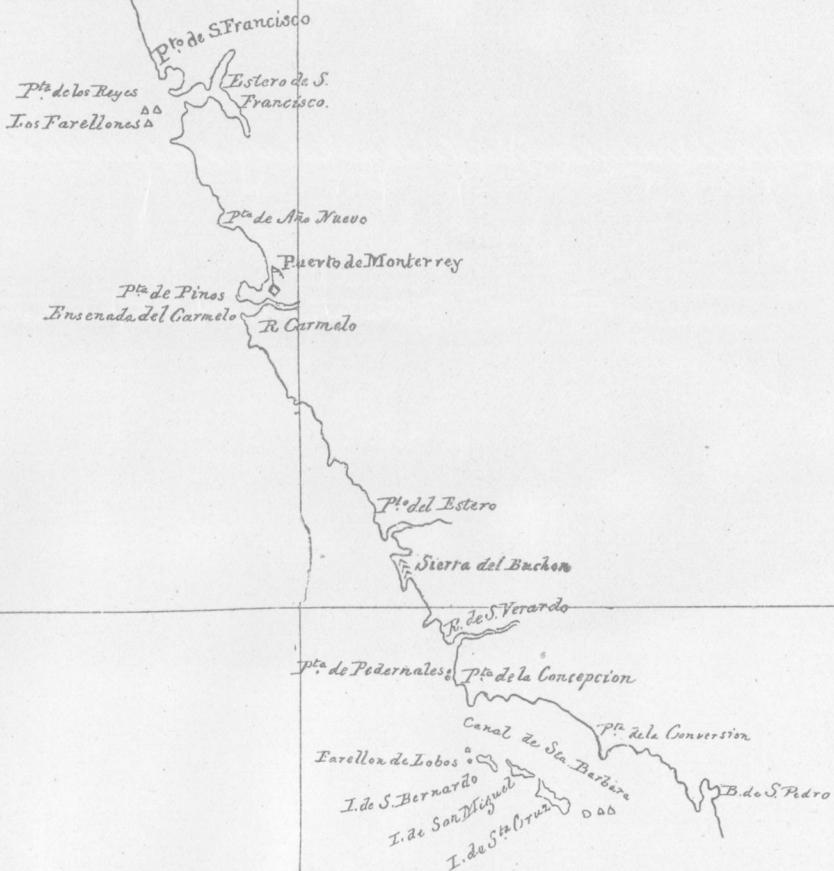
Carta Reducida del Oceano Asiatica o' Mar del Sur

que comprende la Costa Oriental y Occidental de la Peninsula de la California, con el Golfo de su Denominacion antiquamente conocido por la de Mar de Cortes, y de las Costas de la America Septentrional desde el Isthmus que une dicha Peninsula con el Continente hasta el Rio de los Reyes, y desde el Rio Colorado hasta el Cabo de Corrientes

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Mexico y Octubre 30 de 1770 Miguel Costanso'

Pta de Barrancas.



Act of Parliament, by A. Dalrymple June 21st 1790